

City of Des Moines
April 2012



Contents

1.0	Project Description.....	1
	Study Area.....	3
	Des Moines Marina	3
	Beach Park.....	6
	Des Moines Beach Park and Marina Joint Resource Opportunities	7
	Site Development Areas	8
	Area 1	11
	Area 2	12
	Area 3	12
	Site Characteristics.....	13
	Utilities	13
	Surface Water	14
	Sub-Surface Conditions	14
	Groundwater.....	14
2.0	Environmental Conditions	15
	Land Use.....	15
	Demographics	15
	Transportation and Parking	15
3.0	Planning & Regulatory Framework	18
	Plans and Policies	18
	Des Moines Comprehensive Plan	18
	Marina Master Plan	20
	2010 Parks, Recreation and Senior Services Master Plan.....	21
	Comprehensive Transportation Plan	21
	Marina District Design Guidelines.....	21
	Development Regulations.....	22
	Zoning.....	22
	Shoreline Master Program	23

MARINA & BEACH PARK DEVELOPMENT PLAN SITE ANALYSIS REPORT

1.0 Project Description

The *Marina and Beach Park Business and Development Plan* is one of the top strategic economic objectives of the Des Moines City Council. A primary objective of this work is to develop the City's waterfront properties in a manner that:

- Revitalizes City's Waterfront
- Attracts Both Local Citizens and Tourists
- Generates Economic Activity in an Underused Area
- Enriches Surrounding Area With an Attractive and Vibrant District
- Enhances City Revenues
- Creates a New Vision Through a Public Planning Process

The project will evaluate development opportunities on the Marina floor and identify up to five site development concepts for detailed evaluation. In particular, the project will:

- Identify the most promising market sectors
- Estimate overall supportable development, including the scale and mix of uses
- Evaluate the financial feasibility of potential site development concepts

This work will be guided by the *Marina and Beach Park Development Advisory Committee* that was appointed by the Des Moines City Council. The Committee will provide input in the process to determine potential land uses and development options for the Marina floor that support the Marina, Beach Park and the Marina District Neighborhood. The *Advisory Committee* will explore ideas and identify issues regarding the overall vision for the Marina and Beach Park as defined by the Study Area map (Figure 1) and the future transformation of this area including:

- Site development options,
- Traffic circulation and parking,
- Possible land use and zoning changes,
- Aesthetics of future development, and
- Opportunities for economic revitalization.

This Site Analysis Report provides information to support the evaluation of development alternatives for the Marina upland area. It provides an overview of the study area, history of the Des Moines Marina and Beach Park development and operations, and specific details on the site conditions and infrastructure for the Marina upland area.

City of Des Moines
Marina District

Map Generated: Mar 05, 2012
MarinaDistrict.mxd
© 2012 City of Des Moines GIS

Beach Park

Des Moines Marina

Marina District Planning Area Boundary

Study Area

The Des Moines Marina and Beach Park are located on Puget Sound on the western edge of the Marina District Neighborhood. The Marina and Beach Park are bounded by the City of Normandy Park on the north; a topographical bluff developed with multifamily housing on the east; S 227th Street and Massey Creek on the south; and Puget Sound on the west (Figure 2). Single family residential development is located to the north on the bluff above Beach Park, while condominiums, multifamily housing and the downtown business core flank the Beach Park and Marina on the east and south. Current uses on the Marina floor are illustrated on Figure 3.

Des Moines Marina

The City of Des Moines began assembling the land and planning the development of the Marina in the mid 1960's. Construction of the facility started in early 1969 and was completed in mid 1970. Due to its location in a rapidly growing metropolitan area, the Marina filled quickly and until recently, maintained waiting lists for all of the slips. From the outset, the Marina has had a full range of services for recreational boaters. The facility includes a fuel



dock, guest moorage area, full service boat repair yard and until the fall of 2009, a public boat launch.

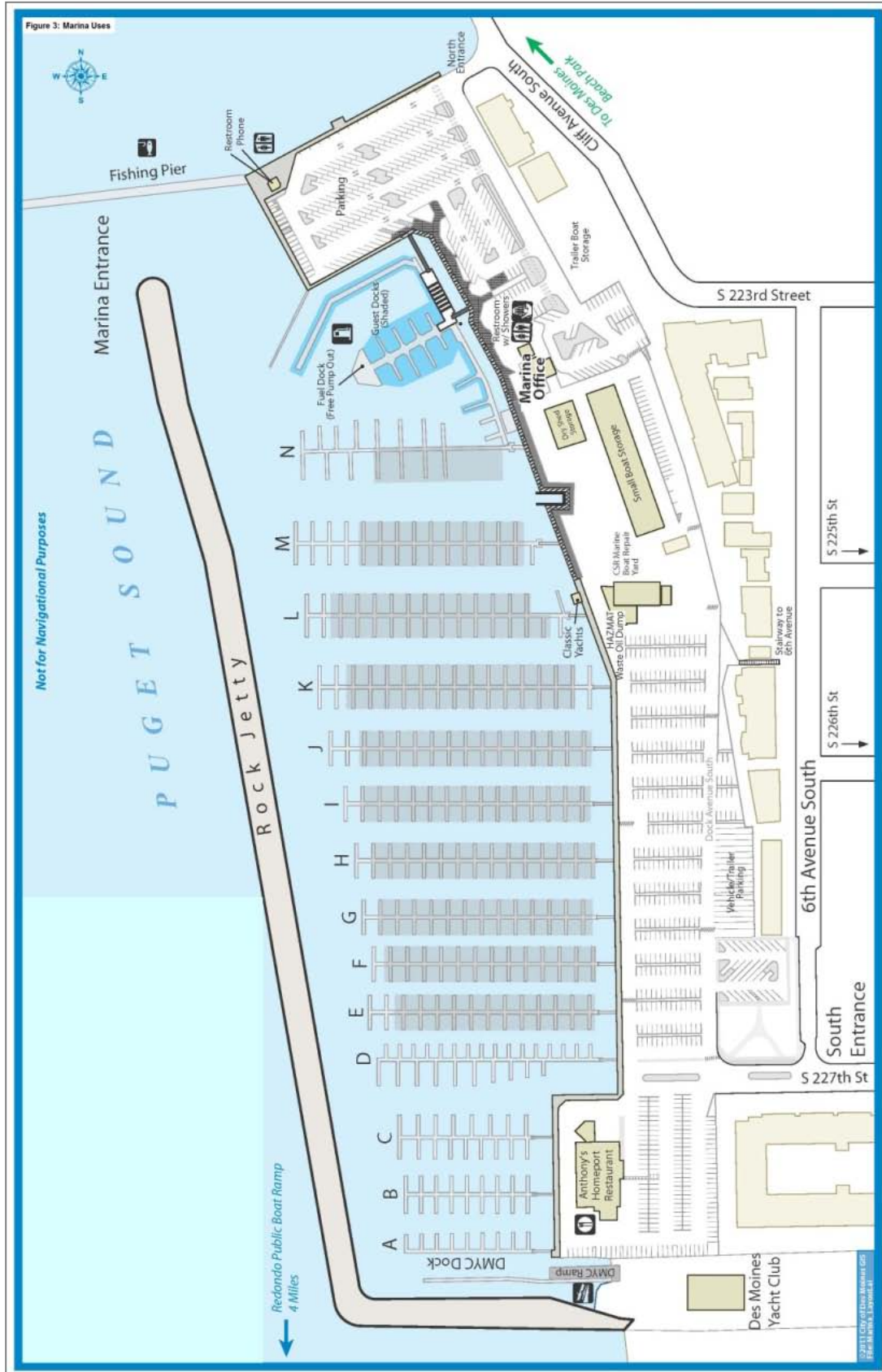
For the first two decades of the Marina operation the predominant saltwater boating activity was fishing, especially salmon fishing. While the Marina was never a significant commercial harbor, boat builders who targeted the recreational fishing market maintained a presence in the Marina and there were several small charter businesses. Fishing activity peaked in 1988, when the public boat hoist provided over 16,000 launches. By 1998, annual launch totals had dropped to just over 6000 and fuel sales and guest moorage revenues were trending down.

When the slips were always full and there was dependable revenue from recreational salmon fishing there was no need for substantial changes to the Marina's infrastructure or business plan. In 1995 the City began developing the "Marina Facility Master Plan". The goal of this plan was to determine how long each of the Marina's major assets would last and what it would cost to replace them when necessary. The plan also included a financial forecast with recommendations for future rate increases and strategies for financing future projects. By the end of the 1990's it was apparent that just replacing infrastructure would not be sufficient and that major changes would be needed to accommodate changes in the Marina industry. At that time the City commissioned the development of a master plan for the Marina, and in 2001 the City adopted the "Comprehensive Marina Master Plan". This plan recognized the need for expanding the guest moorage business, building a small commercial building north of the Marina office, phasing out of public launching in the Marina and forecasted vacancies in the smaller moorages beginning about 2004 or 2005.

Figure 2: Marina and Beach Park Areas



Figure 3: Current Marina Uses



Vacancies in the small moorages did not become a major problem until a little later when the effects of the “great recession” really set in about 2008. But even before then, it was apparent to the City that moorage revenues alone would not be enough to pay for the needed improvements and when the “Comprehensive Marina Master Plan” was updated in 2007, it included more upland development than the original plan. Specifically, the updated plan called for a larger commercial building north of the Marina Office building, relocating the Marina maintenance operations to a separate building and replacing/enlarging the building at the boat repair yard.

In 2008 the Marina began planning several projects that would renovate the north end of the Marina. These projects involved replacing the bulkhead, re-locating and upgrading utilities and enlarging the guest moorage area. One of the goals of the projects was to prepare selected parcels on the Marina for future development and now that the projects are complete, the City is prepared to move forward with a discussion on how the Marina uplands should be developed.

Beach Park



The Des Moines Beach Park is the only remaining Swedish church camp built in the early 1900's to 1960's located on waterfront in the Puget Sound. It is listed as a Historic District on both the State and National registers. Included within the District are eight extant historic buildings (Auditorium, Sun Home Lodge, Dining Hall, Picnic Shelter, Restroom, two Cabins and one Cottage) and non-contributing buildings (Founders Lodge and one Caretakers Cabin).

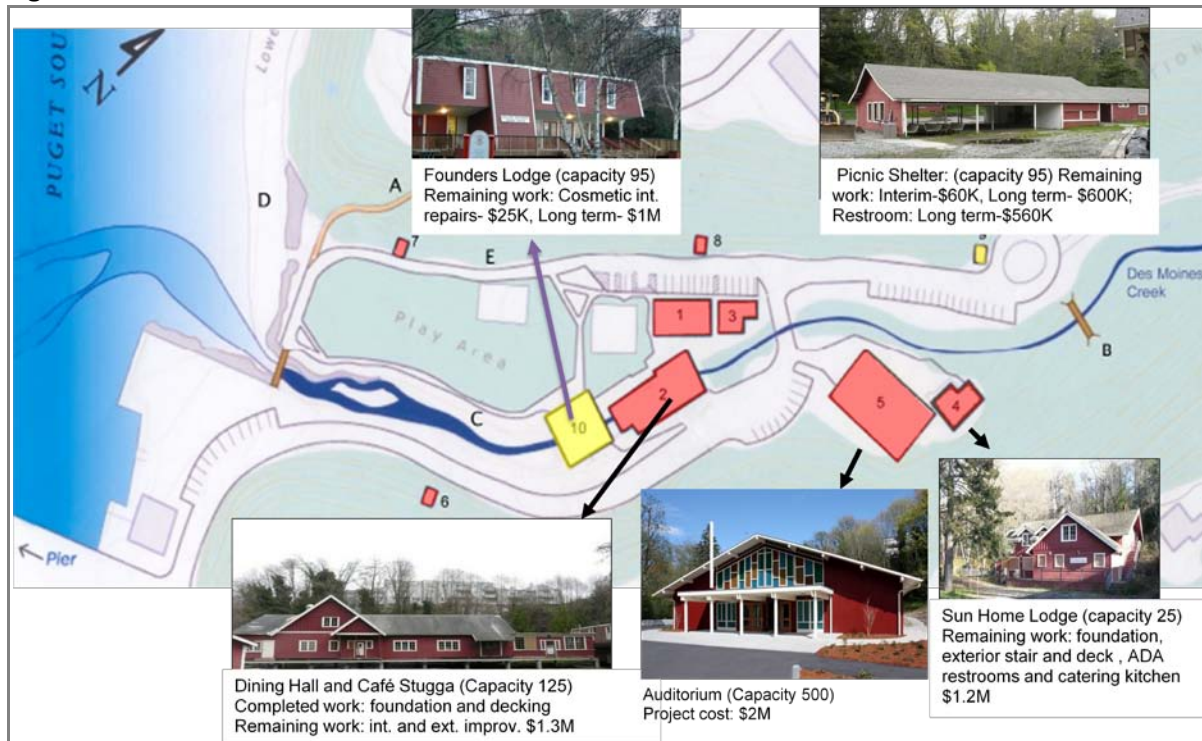
There are many opportunities and challenges related to the Historic District. Opportunities are its Scandinavian camp charm, cultural heritage and woodsy atmosphere at the mouth of Des Moines Creek in a highly developed urban setting; its prime location on Puget Sound waterfront, mid-point between Seattle and Tacoma; and its proximity to Seattle International Airport a major travel destination; and its unique past as the commercial birthplace of Des Moines, as a destination park and camp that provide a broad context for heritage tourism. Challenges are related to many of the items listed as opportunities above. The park's location on Des Moines Creek and Puget Sound create development and restoration obstacles due to flooding and the preservation of natural and wildlife habitats and historic resources. Federal, State and Local regulations including FEMA, Corps of Engineers, Department of Ecology, Department of Fisheries, Tribes, Department of Archeology and Historic Preservation as well as current and past funding partners limit development and commercial uses. The economic downturn causing construction delays and increased costs for building and site repairs are also limiting factors.

In 2012, the Auditorium renovation, the Dining Hall (lifted above flood levels in 2008), exterior decking and ADA ramps and the Des Moines Creek modifications were completed. Based on Seattle Southside tourism data, the Des Moines Beach Park – Covenant Beach Historic District will provide a great event venue working in coordination with the Des Moines Marina for community festivals, weddings, receptions,



non-profit and service club events, corporate meetings, trade shows, performing arts, visual arts and heritage activities. Upon rehabilitation of the remaining camp buildings, these resources have the capacity to draw thousands of visitors as well as historical, recreational and environmental tourism with the goal to improve the Marina District identity as a destination; improve economic opportunities for local business and services; and provide stable income for long-term Historic District financial sustainability. Figure 4 shows the location and status of current projects/activities in Beach Park.

Figure 4: Beach Park Uses



Des Moines Beach Park and Marina Joint Resource Opportunities

The Des Moines Marina and Des Moines Beach Park properties create a contiguous connection of more than .5 miles waterfront. The two sites' primary purposes are complimentary because combined resources provide for adequate waterborne, upland, indoor and outdoor spaces and parking to serve as an event venue for activities drawing crowds of up to 5,000.

Commonalities include: public access to Puget Sound waterfront for recreational water sports and/or beachcombing; heavy pedestrian (walking and biking) recreational use; large outdoor spaces for community events; large and small indoor spaces for community events; vehicle access and campus parking; opportunities for seasonal or year-round concessions; established community programs and events that draw tourism to the city; opportunities to generate additional revenues via business ventures; and sidewalk connectivity with the Marina District. Because the majority of parking needed to maximize Beach Park usage is off premises (shared use of Marina parking lots or parking in Marina District), a high level of program coordination will be required.

Site Development Areas

There is approximately 133,500 square feet (sf) of land that is suitable for development in the central area of the Marina. The site can be roughly divided into three site development areas (Figure 5). Area 1 is 28,000sf in size while Area 2 is 27,700sf and Area 3 is 77,800sf; however, these areas can change depending on the final location of roadways and utilities (Figure 6).

Currently, there are no dedicated road rights-of-way on the Marina floor which makes re-aligning vehicle traffic routes and relocating parking areas relatively easy. In contrast, relocating the utilities will present more of a challenge. Area 2 and Area 3 are separated by a utility corridor that contains power, water and a 36 inch storm water line. A 12 inch water main and a sewer line are in the roadway between Area 1 and Area 2. Area 2 is also constrained on the north side by the underground fuel tank facility in the central parking lot. There are water and power lines in the roadway on the east and south side of Area 3 and there is a 4-inch water line and power and communications duct banks along the entire west side of the site. Table 1 provides a summary of the site characteristics as well as site constraints and considerations.

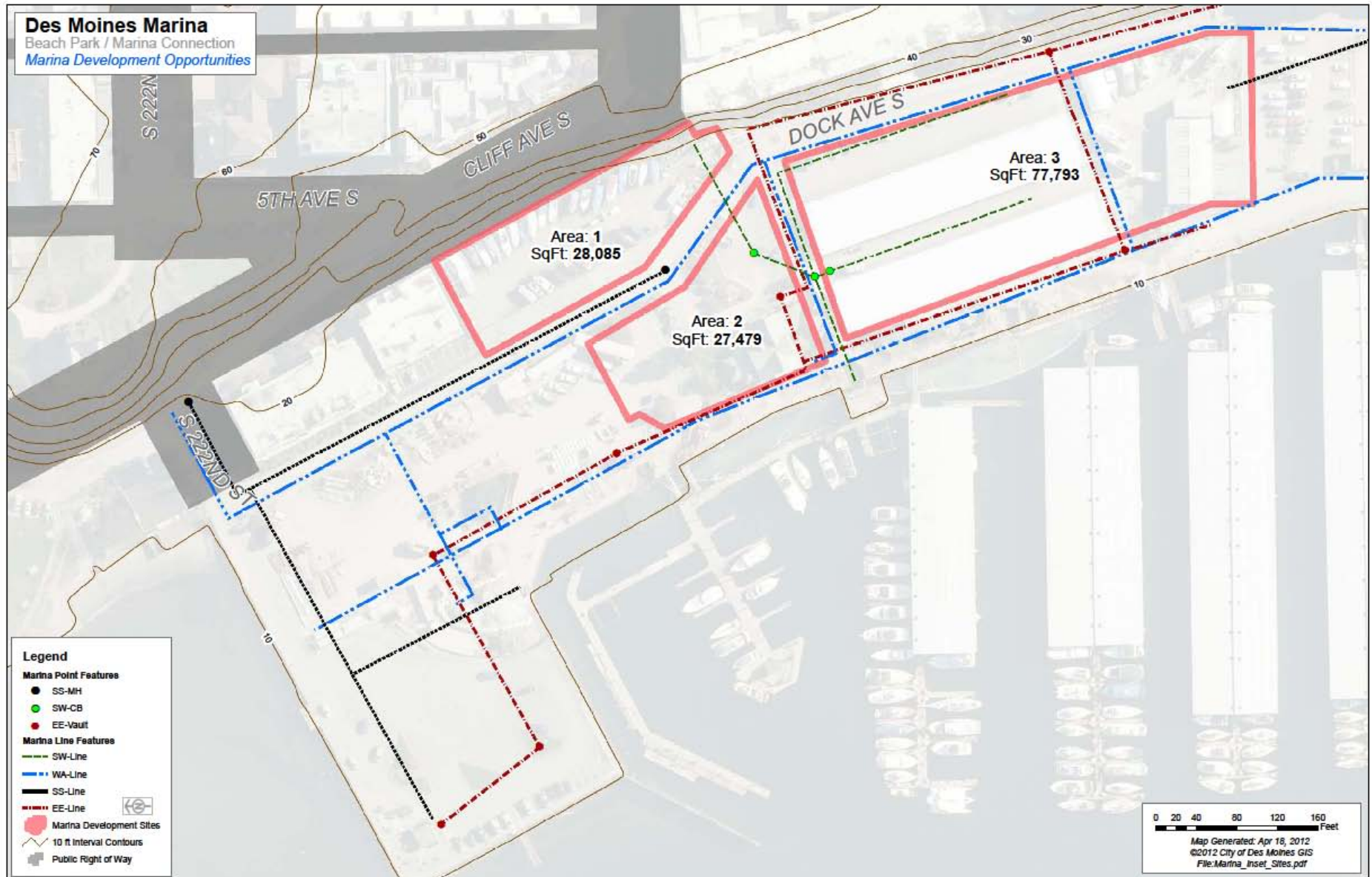
Table 1: Site Characteristics

Area	<ul style="list-style-type: none"> Area 1: 28,000sf Area 2: 27,700sf Area 3: 77,800sf
Zoning D-C Downtown Commercial (Ch 18.27 DMMC)	<ul style="list-style-type: none"> maximum building height: 35 ft, as measured from the Marina Floor maximum gross floor area = lot area x 2.5 (FAR) setback of 10' when lot lines lie adjacent to public/private ROW or residentially zoned property development subject to review under Marina District Design Guidelines
Utilities: Electric Natural Gas Sewer Water	<ul style="list-style-type: none"> Cliff Ave (Area 1) and Marina Grid (Areas 2 and 3) Cliff Ave/S 227th St 8" main in Dock Ave 12" main in Dock Ave
Surface Water	Improvements required
Sub-surface Conditions	Sandy-gravel fill over glacial deposits
Groundwater	<ul style="list-style-type: none"> Area 1: +8.0 to +9.5 ft Area 2: +5.2 to +10.5 ft Area 3: +9.0 to +10 ft
Current Use	<ul style="list-style-type: none"> Area 1: Open boat storage Area 2: Harbor Masters office, shops and guest moorage restroom facilities Area 3: Covered boat storage, CSR Marine business and boat yard
Constraints/Considerations	<ul style="list-style-type: none"> Shoreline Substantial Development or Shoreline Conditional Use permit Boat yard should remain a viable use within close proximity to travel lift Maintain access and parking for Marina tenants at K, L, M and N Docks Marina Office – need to determine whether to maintain, relocate or redevelop

Figure 5: Site Development Areas



Figure 6: Marina Utilities



Area 1

Size and Location

Area 1 is located along the east side of the Marina floor south of the Mariner Condo unit. The parcel consists of a rectangular piece that is about 100 ft east to west by 160 ft. north to south with a triangular shaped piece on the south end. The triangular piece is partially in the old 223rd street right-of-way. The total size of the area is about 28,000 square feet. Depending on the development, the site can be accessed from Cliff Ave and/or Dock Ave. on the Marina floor.

Current Use

The site is currently being used as an open boat storage yard. To prepare the site for that use, a compacted gravel base was put down and graded to ensure that surface water would drain to the existing catch basins and a chain-link fence was installed.

Site Potential & Constraints

In the 2007 Master Plan Update the use of this site was purposely not addressed. At that time it was thought that this site could have many possible uses that depended on the development of Area 2 as well as the eventual build-out of the facilities in the Beach Park. Now that future development in the Beach Park and the uses and occupancies for the existing buildings in the Park are more clearly defined, the City can seek the highest and best use for Area 1.

Some constraints are:

- During the demolition of the old buildings on the site it was discovered that at least one of the old concrete bulkheads that protected the houses was much larger than it appeared. The base of the bulkhead is about 12 feet below grade, and at the time the site was prepared for a storage yard, just the top 2 feet was removed. It is possible that the entire wall would need to be removed for some types of development. The location is accurately shown on surveys done of the site.
- Currently the west boundary of the Cliff Avenue Right-of-way is actually several feet west of the toe of the bluff on the Marina floor. To accommodate development/access, some portion of the right-of-way outside of the developed roadway may need to be vacated.
- A 36 inch Diameter storm water drain is located in the south end of the parcel. Depending on the development, this pipe might need to be relocated.
- Building height for any proposed building is limited to 35 feet in height as measured from the Marina Floor.
- Area 1 is located within the jurisdiction of the City's Shoreline Master Program as such all proposed commercial developments which provided Water Dependent, Water Related, and/or Water Enjoyment uses require the approval of a Shoreline Substantial Development Permit. Non-Water-Oriented commercial uses require the approval of a Shoreline Conditional Use Permit. A summary of the Shoreline Master Program is provided in Section 3 of this document.

Area 2

Size and Location

Area 2 is approximately 27,700 square feet and the site is accessible from the Marina floor, (Dock Ave.). The site extends to the underground fuel tanks in the center parking lot on the north to a utility corridor on the south.

Current Use

Structures on the site include the Marina office building and guest moorage restrooms and showers, and a small 400 sq. ft. wood frame building. The rest of the site is predominately parking lot with some lawn and landscaping. The Marina office is an approximately 2400 square foot building that was built in 1992. Its current condition is serviceable but it was poorly designed for custom service and it was never adequate for maintenance activities.

Site Potential & Constraints

- The proximity to the guest moorage area and the new promenade combined with the views of the Sound and the Olympics. Based on the highest and best uses evaluated, this site seems to be highly desirable in the Marina. Potential uses range from a single destination type restaurant to a building that houses several smaller “boutique” establishments. The expansion of the public space that is created by the new Promenade may also be desirable.
- The potential gain from either demolishing the office building or extensively remodeling it and including as part of the future development of a larger parcel is compelling enough to warrant serious evaluation.
- Building height for any proposed building is limited to 35 feet in height as measured from the Marina Floor, which may result in view blockage. It is assumed that the restroom structure, which is functionally obsolete, will be demolished to accommodate development of the site.
- The site is located within the jurisdiction of the City’s Shoreline Master Program as such all proposed commercial developments which provided Water Dependent, Water Related, and/or Water Enjoyment uses require the approval of a Shoreline Substantial Development Permit. Non-Water-Oriented commercial uses require the approval of a Shoreline Conditional Use Permit. See Area 1 and the definitions in Section 3 of this document. Refer to Section 8 of the Shoreline Master Program for additional information regarding these classifications.

Area 3

Size and Location

Area 3 is the location of the east dry shed buildings, just south of the Marina Office and the boat repair yard to the south. The size of the parcel, including the buildings, the driveway for the boats and parking is about 39,300 square feet.

Current Use

The northern portion of Area 3 has been used continuously for the dry shed operation since the Marina was built in 1969. The building is physically and functionally obsolete. The demand for the storage space has been declining for several years, mainly due to the small size of the sheds. In fact, a number of units have been used for the storage of household good versus boats. The recommendation for this site in the 2007 Marina Master Plan Update was to convert it to a large boat storage area.

The boat repair yard sits occupies an area about 9,600 sq. ft. in size and about half of it is currently leased to the operators of the yard. Currently, most of this area is being used by the boatyard as storage and work area.

Site Potential & Constraints

- The most significant constraint for this site is views. Any development over 20 to 25 feet high would block the views of the units on the lower floor of the condo on the east side. Also the floating sheds obstruct the views to the west so any business that would benefit from views would be constrained on this site. The site could be used for sales/service type business that served recreational boaters or repairs/light fabrication shops like sail makers, welders, etc. that supported the boat repair yard. This site could also be used for parking to support more intensive development in Areas 1 and 2.
- Building height for any proposed building is limited to 35 feet in height as measured from the Marina Floor.
- The site is located within the jurisdiction of the City's Shoreline Master Program as such all proposed commercial developments which provided Water Dependent, Water Related, and/or Water Enjoyment uses require the approval of a Shoreline Substantial Development Permit. Non-Water-Oriented commercial uses require the approval of a Shoreline Conditional Use Permit. Please the see the definitions in Section 8 of the Shoreline Master Program for additional information regarding these classifications.

Site Characteristics

Utilities

Electricity - A larger development with significant power needs would need to be supplied directly from PSE's grid on Cliff Ave.

Gas – Natural gas may be supplied from Cliff Ave., depending on the volume needed. Discussions with PSE in 2007 indicated that there was not enough capacity in Cliff Ave. and that any significant need on the Marina floor would have to be supplied from 227th street.

Sewer – Midway Sewer has an 8" main line located in Dock Ave that serves the marina office and facilities on the north and a second line that serves the boat yard and some of the condominiums on the south. Based on preliminary conversations with the Sewer District, the system has some capacity for additional development such as a restaurant or office uses; however, anything significant would likely require a larger main.

Water – A new 12” ductile iron water main is located in Dock Ave. Combined with improvements in the water system downtown the new main should supply any possible development on the parcel.

Surface Water

Some improvements were made to the storm water system draining Area 1 as part of the North Marina combined Projects in 2009 – 2011. A portion of the existing 8 inch outfall line that drained the site was replaced with a 12 inch pipe. The new pipe was installed between the catch basin in the Center Parking lot and the bulkhead. Any major development on the site would necessitate the replacement of the rest of the 8 inch outfall, and possibly, the addition of more drainage capacity.

Drainage on Area 2 consists of two catch basins. The north catch basin is connected to another catch basin north of the underground fuel tanks with an 8 inch pipe. The south catch basin is connected through another catch basin to the 36 inch storm drain pipe. It is likely that any significant development would require that one or both of the drains be relocated and upsized.

There is a dedicated storm water system in the boat yard that drains about 25 % of this site. The rest of the storm water from this site is captured in catch basins on the east, west and south of the site. Any development would require storm water upgrades/changes.

Sub-Surface Conditions

In 2004 an extensive geotechnical survey was done on the Marina floor as part of the “Bulkhead Replacement Project, Preliminary Design”. The report, authored by Shannon & Wilson Geotechnical and Environmental Consultants and dated June 10, 2004 was updated in 2009 as part of the “North Marina Combined Projects”. The borings done in 2004 indicate that Area 1 is underlain by glacial deposits, which are typically very dense and hard because they have been glacially overridden. The glacial deposits are overlain by beach deposits which typically vary from coarse sand to sandy gravel. Both the glacial and beach deposits are under a layer of fill deposited on the entire site when the Marina was built. The fill material consists of beach materials dredged out of the mooring basin when it was constructed and generally consists of gravelly, sandy soils. The layer of fill material is about 15 feet deep on the west edge of Area 1 and about 1 foot deep on the east side of the site. The fill material is uniformly about 14 feet deep throughout Area 2.

Groundwater

Groundwater measurements taken near Area 1 during Shannon & Wilson’s 2004 Geotechnical Survey indicate that groundwater levels at the site vary slightly with tidal variations. During the monitoring period the groundwater level in the well near the site ranged from about +8.0 feet to +9.5 feet. Ground level elevation at the site is +15 to +16 feet.

The groundwater level in the monitoring well in Area 2 ranged from about elevation +5.2 feet to elevation +10.5 feet. The ground elevation on the Marina floor is about +16.0 feet. There are no monitoring wells in Area 3, but given the uniformity of the underlying fill, the assumption is that ground water levels would be between those found in Areas 1 and 2. With that assumption the highest groundwater levels would be + 9 to +10 feet.

2.0 Environmental Conditions

Land Use

The current land use pattern in the site vicinity is varied, consisting of retail commercial, residential, recreational, natural open space intermixed with vacant land. The primary concentration of commercial use in the area exists along 7th Avenue S and Marine View Drive, located two and three blocks east of the site. The types of uses along these commercial corridors include retail service, a hotel, restaurants and service related uses including business offices. The Marina District is in the process of transitioning to higher intensity uses, more urban in character, and with an emphasis on a range of commercial and mixed use development.

Demographics

An examination of who lives in and around the Des Moines is essential to understanding the characteristics of our community. The 2010 U.S. Census combined with more specific trends from the Puget Sound Region provides current data for the City and surrounding area.

The City has gained 406 residents since the 2000 Census for a total of 29,673 (1.39% increase). Though the City gained in population, it has dropped 6 spots to be ranked 38th largest in the state. Since 2000, the City has added 811 housing units for a total of 12,588 (6.89%). The 2010 occupancy rate is 92.02, which is a -3.38% drop from 2000.

Like other South King County Cities, Des Moines is becoming more diverse ethnically with Hispanic growth (for all ages) being the largest with a 132.44% increase from 2000 to make up a 4,500 total population in 2010. Native Hawaiian and Other Pacific Islander had an 81.93% increase (715 total) followed by Asian (30.59% - 3,163 total), Black or African American (27.97% - 2,695 total) and American Indian and Alaska Native (13.21% - 317 total). The White population declined 13.11% for a total population of 18,857.

Based on the 2008-2010 American Community Survey 3-year Estimates for the City of Des Moines, 76% of the population is 18 years of age and over, and nearly 19% are 62 years of age and older. During this same period, the median family income is estimated at \$70,684 while 10.2% of all families (14% of all people) live below the poverty level. In 2010, the poverty level was set at \$22,314 (total yearly income) for a family of four. Historically, unemployment has been higher in the South King County compared to other areas in King County. In January 2012, the unemployment for Des Moines was 8.8% (preliminary) and has been trending downward with the national average.

Transportation and Parking

Ultimately, the transportation and parking strategy is tied to land use, zoning and development patterns in the Marina District. When considering changes in land use, transportation services, and travel patterns in the Marina District and specifically in Beach Park and the Marina area, it is important to consider traffic circulation and options for managing parking demand and parking supply.

The Des Moines Marina is one of only a few marinas offering access to the Puget Sound. Immediately adjacent to the downtown business district, it gives a strong maritime character to Des Moines. Currently there is limited vehicular and pedestrian access to the Marina floor and the Beach Park.

Vehicular access is provided via S 223rd Street/ Cliff Avenue on the north and S 227th Street on the south with Dock Street serving as the north-south street on the Marina floor. There is a pedestrian stair climb at S 226th that connects Dock Street and 6th Avenue S while the Des Moines Creek trail provides pedestrian and bicycle access to the northeast.

Within the Marina District, high traffic volumes during the commute on Marine View Drive South and 7th Avenue South limit the east-west access in the Marina District, resulting in poor level of service operations for side streets such as South 220th Street and South 222nd Street. Pedestrians crossing Marine View Drive are also challenged to find acceptable gaps in traffic to cross the street.

Parking in Downtown Des Moines is perceived by some as being tough – on-street parking is often tight near desired destinations and available away from primary destinations. Most of the parking supply is reserved parking for private businesses and public parking is limited mainly to on-street spaces. There are 587 on-street parking spaces (public) in the Downtown area between South 216th Street, South 227th Street, Marine View Drive and 6th Avenue South (Table 2).

Table 2. Inventory of Downtown On-Street Parking by Street

Street Name Parking	Spaces by Side of Street
Marine View Drive	11 east, 31 west
7th Avenue South	68 east, 59 west
6th Avenue South	109 east, 67 west
S 219th Street	22 north, 8 south
S 220th Street	23 north, 26 south
S 222nd Street	49 north, 19 south
S 223rd Street	12 north, 22 south
S 225th Street	20 north, 10 south
S 226th Street	19 north, 12 south
Total On Street Parking	587 spaces

There are large parking areas at the Marina, but this parking is only convenient for Marina events. Within the Beach Park, there are 56 stalls (52 regular stalls and 4 ADA stalls). Private parking lots are generally tied to individual developments and sharing of parking areas between property owners is not a common practice. Figure 7 shows a visual result of the UW Storefront Studio analysis of both on-street and on-site parking in the Downtown area during a 2008 study. Review of this effort concludes that 30 to 50 percent of land area within downtown (not including the Marina) could be used for auto parking. Parking management techniques will be needed to balance the employee, customer, visitor, and residential demand for the same on-street parking.

Figure7: Marina District Parking and Pedestrian Network



3.0 Planning & Regulatory Framework

Plans and Policies

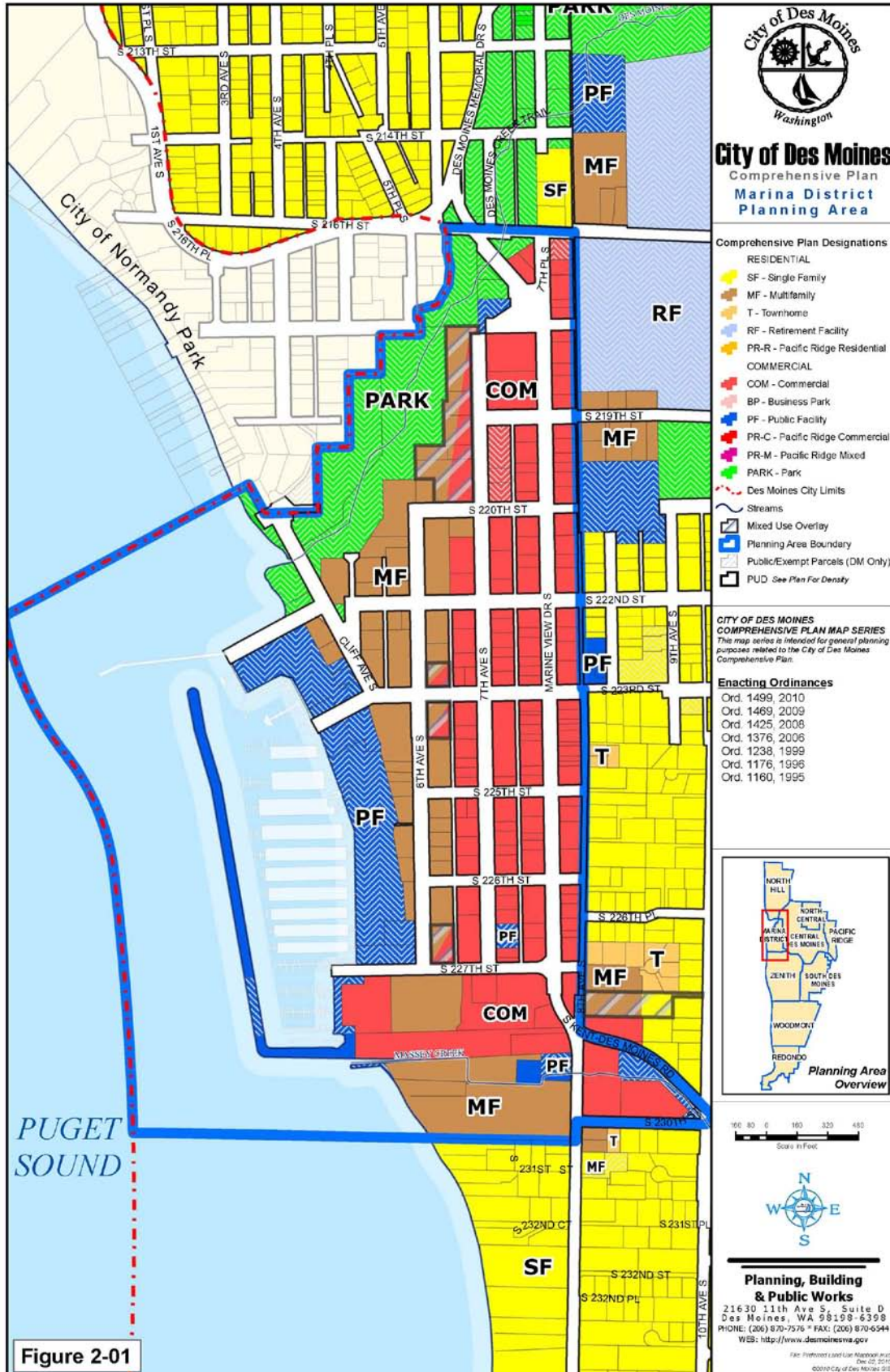
The Marina and Beach Park Development Plan will be guided by a number of adopted plans as summarized below:

- 2009 City of Des Moines Comprehensive Plan (as amended), available at: http://www.desmoineswa.gov/dept/development/plan/comp_download.html
- Comprehensive Marina Master Plan, June 2001, updated 2007, available at: http://www.desmoinesmarina.com/library/Marina_Master_Plan.pdf
- 2010 Parks, Recreation and Senior Services Master Plan, November 5, 2009, available at: http://www.desmoinesmail.com/webpdf/Parks/2010_PR_SS_MP.pdf
- Marina District Design Guidelines, July 29, 2010, available at: <http://www.desmoinesarchives.us/documents/ordinances/DESMCITO201007221486.pdf#page=12>
- Des Moines Comprehensive Transportation Plan (June 2009) available at: http://www.desmoinesmail.com/WebPDF/Engineer/CTP/DMCTP_Final.pdf
- Des Moines Beach Park “Covenant Beach Bible Camp”-Listed on the National Register of Historic Places (January 2006) available at: <https://fortress.wa.gov/dahp/wisaard/>

Des Moines Comprehensive Plan

Des Moines Comprehensive Plan (Comprehensive Plan) sets the vision and provides policy guidance for land use and related matters within the City of Des Moines. The Comprehensive Plan divides the city into nine neighborhood planning areas, and establishes land use designations and goals, policies and strategies to guide the use these areas. The Marina and Beach Park are located within the Marina District Neighborhood Planning Area. The Marina District Element of the Comprehensive Plan contains the adopted vision and mission statement for the Marina District that captures the work program elements associated with City Council goals and priorities, and provides the context and framework for more specific projects that Council wants to emphasize (Attachment 1). Des Moines’ Comprehensive Plan designates the Marina as PF- Public Facility and the Beach Park as PARK- Park (Figure 8).

Figure 8: Comprehensive Plan Designations



Marina Master Plan

The Marina Master Plan, originally adopted in 2001 and updated in 2007, chronicles the gradual aging of the Marina's original assets and infrastructure and identifies the changing patterns of use of the facility over the first four decades of its operation.

As with any planning process, it is much easier to document the past than it is to forecast the future. During the Marina master planning process some trends were recognized and assumptions were made about who future customers would be and what services they would need. Most of the recommendations in the Marina Master Plan were based on four assumptions:

- "Recreational salmon fishing opportunities in the Sound will continue to decline."
- "Boats used primarily on saltwater are getting larger. With the decline of fishing, the primary boating activity has shifted toward cruising, and with this shift the average boat has grown longer and wider."
- "Saltwater boaters are getting older."
- "Traditional marina activities on the uplands like open storage; boat houses and trailer boat launching facilities will be impacted by increasing waterfront land values."

Looking back from 2012, we can see that these assumptions have been borne out by actual events. Revenue reports show that the recreational salmon season is essentially confined to the month of August and that the primary customers for guest moorage are larger boats used for cruising and club activities. We have also seen industry reports that indicate that the age of the average boater has increased by about 5 years which means that they are in their mid-fifties and we have also noted a significant increase in the value of waterfront property, especially in King and Pierce Counties.

The Marina began reacting to the changes in recreational boating shortly after the first Comprehensive Master Plan was adopted in 2001. At that time the Marina staff began shifting the focus of Marina services from salmon fishing and trailer boat launching to guest moorage and fuel sales. The Marina developed a pricing strategy that keeps the Marina's fuel prices the lowest in the market area and the staff began aggressively marketing the Marina's services to the 200 plus boating clubs and organizations that operate in the Puget Sound area. Both these strategies have been successful. Fuel sales (in gallons) have increased by an average of 3% per year over the last decade and the downward trend in guest moorage revenues has been reversed and now shows annual increases of about 10%.

At this point, about one-third of the renovations and replacements recommended by the Marina Master Plan have been completed. With the completion of the North Marina Combined Projects in early 2010, the City is now in a position to take advantage of the increase in the land values in the Marina and seek out appropriate commercial developments for the Marina floor. The Marina Master Plan recommends a significant development north of the Marina office, along with the expansion of the boat yard and building a new building in that area with commercial rental space. The Master Plan also recommends exploring new uses for the dry shed site, as that business fades away and now that the future development of the Beach Park is more defined, there is an opportunity to find appropriate uses for the parcel currently used for boat storage.

2010 Parks, Recreation and Senior Services Master Plan

The *2010 Parks, Recreation and Senior Services Master Plan* establishes vision and direction for providing parks and public facilities, preservation of open space and natural features, and public recreation services and programs for Des Moines citizens. The Plan establishes goals, public policies and strategies that address recreation resources within Des Moines' jurisdiction designed to guide the acquisition, development, renovation and repair and maintenance of public resources and the administration of its recreation services and programs and to protect and enhance open space and the natural and cultural environment.

The Master Plan recommends a long-range capital program including: park land acquisition, facility renovation and repair; new facility development and interlocal projects development. A primary goal of the Plan is to support the implementation of the Marina, Des Moines Beach Park and Saltwater State Park master plans to capitalize on Des Moines' best recreational features. Over \$3,587,526 million has been invested and \$363,829 is earmarked for improvements and renovations to the Beach Park and associated facilities. An additional \$3,205,000 is needed to complete rehabilitation of the core historic buildings (Dining Hall, Picnic Shelter and Sun Home Lodge) and \$2,733,197 is needed to rehabilitate all other remaining park buildings and grounds.

Comprehensive Transportation Plan

Des Moines' Comprehensive Transportation Plan (CTP) is a twenty-year road map for the City of Des Moines which sets the policies, goals, and strategies that will help guide decisions regarding the existing and envisioned transportation system, including the approval of development proposals, and transportation investments in the street network for all modes of travel – walking, biking, driving, and transit. The CTP has been developed to meet the transportation demand associated with the planned and expected growth in population and jobs through year 2030.

The Marina District is a convergence of mobility needs for vehicles, deliveries, pedestrians, bicyclists and transit. A primary goal for the City is to improve access to the Marina District, the Marina and Beach Park as a destination for residents, businesses and visitors.

Marina District Design Guidelines

Design Guidelines will help shape the form of new development by paying particular attention to site design, building form, architecture and public spaces. They provide a framework for creating diverse and high quality commercial and mixed use projects in a way that is consistent with the vision for the Marina District.

The *Marina District Design Guidelines* (adopted July 29, 2010) complement the development requirements established in the DMMC (Attachment 2). The DMMC coupled with the Street Development Standards provide clear requirements for public rights-of-way and site and building requirements such as setbacks, lot coverage, landscape buffers, signage, and allowable land uses. Key objectives of the MDDGs are to:

- Foster design excellence by providing a framework for creating diverse and high quality commercial and multi-family projects
- Help shape the form of new development by paying particular attention to site design, building form, architecture and public spaces
- Complement the development requirements established in the Des Moines Municipal Code
- Provide assurances that alterations/new construction by others will reinforce the design goals and vision for the Marina District.
- Establish a climate for investment for businesses, residents and property owners.

Development Regulations

The Marina and Beach Park Development Plan will also be guided by adopted development regulations as summarized below:

- Des Moines Municipal Code available at: <http://www.codepublishing.com/wa/desmoines/>
- Des Moines Shoreline Master Program, available at: <http://www.desmoineswa.gov/dept/development/plan/smp.html>

Zoning

The Marina is zoned D-C Downtown Commercial and Beach Park is zoned R-SE Residential Suburban Estates. Development regulations pertaining to the D-C Downtown Commercial and R-SE Residential Suburban Estates zones are codified in Chapters 18.27 and 18.19 in Title 18 Zoning of the Des Moines Municipal Code (DMMC) (Attachment 3). Other sections of the zoning code may also apply to the project development sites as referenced in these chapters.

In 2011, Des Moines City Council adopted changes to the D-C Downtown Commercial zoning regulations to provide for increased development opportunities in the Marina District. Select geographic areas along 7th Avenue South now have an increased base building height up to 45 feet and the property commonly known as the “QFC block” has a base building height of 55 feet. There are also provisions that provide for possible bonus heights up to 55 feet for up to 3 building projects that are located within a separately defined sub-area which involves portions of 7th Avenue South and 6th Avenue South. In addition to different building height regulations, development standards address building mass and scale impacts by incorporating project design standards under a maximum floor area ratio approach instead of the current prescriptive method.

Another key feature of the new code change is a Public Benefit System to help measure and evaluate how property owners that request additional height would contribute to improvements or components deemed beneficial to the public. Finally, increased side yard setbacks for properties developing adjacent to identified public view corridors and more flexibility for angled parking within streets fronting new businesses and development is also addressed in the new regulations for the Marina District.

For the Marina area, the maximum building height of 35 feet as measured from the Des Moines Marina floor. The maximum gross floor area allowed on a site is determined by multiplying the lot area of the site by 2.5.

Shoreline Master Program

Future development on the Marina floor and in portions of the Beach Park are subject to the requirements of the *Des Moines Shoreline Master Program* (SMP) which was developed in compliance with the Washington State Shoreline Management Act – Revised Code of Washington (RCW) 90.58 and its implementing guidelines, Washington Administrative Code (WAC) 173-26. Des Moines SMP establishes a shoreline environment designation of “high intensity” for the Marina floor and “urban conservancy” for a portion of the Beach Park (Figure 9). The purpose of the “high- intensity” environment is to provide for high-intensity water-oriented commercial and transportation uses while protecting existing ecological functions. The purpose of the “urban conservancy” environment is to protect and restore ecological functions in urban and developed settings, while allowing a variety of compatible uses. A detailed description of these uses along with management policies can be found in

Chapter 8 of the SMP defines “**water-oriented use**” as a use that is water-dependent, water-related, or water-enjoyment, or a combination of such uses as described further below:

Water-dependent use. A use or portion of a use which cannot exist in a location that is not adjacent to the water and which is dependent on the water by reason of the intrinsic nature of its operations.

Water-related use. A use or portion of a use which is not intrinsically dependent on a waterfront location but whose economic viability is dependent upon a waterfront location because:

1. The use has a functional requirement for a waterfront location such as the arrival or shipment of materials by water or the need for large quantities of water; or
2. The use provides a necessary service supportive of the water-dependent uses and the proximity of the use to its customers makes it services less expensive and/or more convenient.

Water-enjoyment use. A recreational use or other use that facilitates public access to the shoreline as a primary characteristic of the use; or a use that provides for recreational use or aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use and which through location, design, and operation ensures the public's ability to enjoy the physical and aesthetic qualities of the shoreline. In order to qualify as a water-enjoyment use, the use must be open to the general public and the shoreline-oriented space within the project must be devoted to the specific aspects of the use that fosters shoreline enjoyment.

City of Des Moines
Shoreline Master Plan
Shoreline Environment Designations

SMP Jurisdiction (Upland)
Des Moines City Limits
Streams
OHWM Shoreline

Recommended Designations
Aquatic
High Intensity
Shoreline Residential
Urban Conservancy
Structures

Community Development
21630 11th Ave S, Suite D Des Moines, WA 98198 6398
PHONE: (206) 870 7576 * FAX: (206) 870 6544 WEB: <http://www.desmoinesawa.gov>
File: S 1 RecommendationsShorelineEnvDesign.mxd Mar. 2006
Product of City of Des Moines GIS

North

South

URBAN CONSERVANCY

HIGH INTENSITY

AQUATIC

SHORELINE RESIDENTIAL

URBAN CONSERVANCY

AQUATIC

SHORELINE RESIDENTIAL

SHORELINE RESIDENTIAL

AQUATIC

WOODMONT BEACH

REDONDO

HIGH INTENSITY

SHORELINE RESIDENTIAL

URBAN CONSERVANCY

AQUATIC

SALTWATER

SALTWATER

Attachment 1: Marina District Element

Note: The 2009 City of Des Moines Comprehensive Plan (as amended) can be viewed in its entirety at:
http://www.desmoineswa.gov/dept/development/plan/comp_download.html

CHAPTER 10: MARINA DISTRICT ELEMENT

Vision Statement for the Downtown Marina District:

The Marina District – the Downtown, Marina and Beach Park – is the historic and cultural center for Des Moines. A revitalized Downtown with a small-town charm reflecting the City's rich history invites new businesses, development, shoppers and residents. A quality mix of services in the District encourages residents to shop locally and creates a destination for visitors. Improved pedestrian access to and from the Marina and Beach Park and pedestrian amenities along South 223rd Street and South 227th Street enhance the image of Des Moines as a special Puget Sound waterfront community. The Marina District Design Guidelines encourage private participation and public art to reflect and celebrate the City's unique location and maritime heritage.

1-01 GOALS

1-01-01 Ensure that Marina District will be:

- (1) The civic and cultural center for the City.
- (2) A revitalized neighborhood with a small-town charm reflecting the City's rich history and inviting new businesses, development shoppers and residents.
- (3) Characterized by a quality mix of businesses that encourages residents to shop locally and creates a destination for visitors.
- (4) Aesthetically pleasing with design standards and public art to reflect and celebrate the City's unique location and maritime heritage.
- (5) Pedestrian-friendly with improved access to and from the Marina and Beach Park and pedestrian amenities along South 223rd Street and South 227th Street.
- (6) A residential as well as commercial neighborhood.
- (7) A neighborhood that takes advantage of its waterfront location.
- (8) A neighborhood with numerous opportunities for passive outdoor recreation.
- (9) An area with views of Puget Sound and the Olympic Mountains.
- (10) A neighborhood where redevelopment and the introduction of new businesses is encouraged when such activities compliment and implement adopted goals and policies.

1-01-02 Strengthen community sustainability, pedestrian accessibility, livability and downtown business vitality.

1-01-03 Optimize Des Moines' prime waterfront location and City views through the enhancement of cultural opportunities and experiences.

10-02 BACKGROUND AND CONTEXT

10-02-01 Des Moines Marina District is located along the shoreline of Puget Sound. This waterfront location provides a unique geographic setting for the City's primary commercial district. This area is one of few low-bank shoreline areas between Seattle and Tacoma. The Des Moines Marina occupies much of the shoreline within the neighborhood. The Marina provides limited recreational opportunities for non-boaters.

10-02-02 The Marina District is generally bounded by Puget Sound on the west, the City of Normandy Park and South 216th Street to the north, 8th Avenue South and Kent-Des Moines Road to the east, and South 230th Street to the south (Figure 2-3). Single family residential neighborhoods abut the Marina District to the north, south, and east. As the topography of the area generally slopes down from east to west, many properties within and near the Marina District have views of Puget Sound and the Olympic Mountains.

10-02-03 The Marina District is developed with a variety of land uses, including commercial, professional office, single family, multifamily, mixed-use, and recreational uses. Some buildings in the neighborhood are in a state of disrepair. Several properties are vacant or have minimal physical improvements, such as those properties fenced for boat storage.

10-02-04 The Land Use Element of the City of Des Moines Comprehensive Plan includes a land use map for the Marina District (Figure 2-3). Other policies within the adopted Land Use Element that relate to the Marina District include:

- (1) Multiple family dwellings should also be encouraged in conjunction with commercial developments within the Downtown Commercial Zone (D-C Zone), provided that such dwellings are designed to provide a quality residential environment while enhancing the appearance and commercial function of the business district.
- (2) Promote new development and redevelopment within the commercial district to reflect and enhance its ties to the waterfront, pedestrian orientation, and role in serving local shopping and service requirements.
- (3) Within the Des Moines Marina property, allow commercial uses that are water dependent or related, serve marina users or promote public access to the shoreline.

10-03 POLICIES

10-03-01 Enhance the relationship between the commercial district and the shoreline through improved access to the Marina and Puget Sound.

10-03-02 Encourage the development of gateway features and focal points that contribute to the identity of the Marina District of Des Moines.

10-03-03 Promote a pedestrian-friendly sidewalk environment throughout downtown. Within the commercial zones, the sidewalk environment may include storefronts near the

sidewalk, minimal interruption by vehicular driveways, awnings for weather protection, public open space, attractive landscaping, and integrated signs and lighting.

10-03-04 Encourage mixed use in the D-C zone.

10-03-05 Building height should not adversely impact the adjacent street environment or nearby land uses.

10-03-06 Maintain 8th Avenue South as a local access street. Discourage commercial traffic from using 8th Avenue through project design and roadway improvements.

10-03-07 Prohibit commercial uses that detract from the retail, wholesale, and service uses permitted in the D-C zone. Allow light manufacturing uses in the commercial zones when: 1) products are sold on site at retail; and 2) manufacturing activities will not adversely impact surrounding properties.

10-03-08 Encourage use of alternative modes of transportation, including walking, bicycling, carpooling, and use of mass transit.

10-03-09 Ensure that off-street parking regulations reflect anticipated future demand. Continue to allow shared and off-site parking when no adverse parking impacts will result. Ensure that off-site parking is available at the time new uses are authorized.

10-03-10 Encourage new construction to incorporate design elements that provide view corridors, visual interest, and pedestrian scale. Require the terracing of upper floors of buildings.

10-03-11 Encourage new development to include public benefit features such as water fountains, bicycle racks, public rest rooms, outdoor seating, art, etc.

10-04 **STRATEGIES**

10-04-1 Create an integrated transportation system that includes a comprehensive parking strategy, pedestrian and bicycle network, and streetscape improvements.

10-04-2 Continue to allow uses and facilities that promote transit ridership, such as bus stop shelters, ticket offices, transit information kiosks, etc.

10-04-3 Ensure that street trees are planted throughout downtown.

10-04-4 Encourage use of shared driveways in order to minimize the number of locations where the sidewalk is interrupted by vehicular traffic.

10-04-5 Continue to allow residential uses in the areas west and south of the business district. Ensure that new development at the edge of the D-C Downtown Commercial zones has minimal impact upon nearby residences.

10-04-6 Allow dwellings above street-level commercial uses as a permitted use when specific conditions can be satisfied.

10-04-7 Allow automobile service and maritime uses as well as outdoor storage of product inventory where a pedestrian-friendly environment can be maintained or enhanced.

10-04-8 Allow light manufacturing activities with ancillary on-site retail sales of the manufactured product. Do not allow manufacturing uses that adversely impact surrounding properties. (chapter 18.27 DMMC)

10-04-9 As part of the next review of this Element, investigate the possibility of creating specific subarea plans for the Marina District.

10-04-10 Ensure that new development or redevelopment in the Marina District exhibits design excellence by paying particular attention to site design, building form, architecture and public space as described in the *Marina District Design Guidelines* (2009).

Attachment 2: Marina District Design Guidelines



Marina District

Design Guidelines

July 2010



MARINA DISTRICT DESIGN GUIDELINES

Ordinance No. 1486 approving the July 2010 Final Version of the *Marina District Design Guidelines* was adopted by the City Council of Des Moines, Washington on July 29, 2010.

Prepared for:

City of Des Moines
21630 11th Avenue S.
Des Moines, WA 98198

Prepared by:

Denise E. Lathrop, AICP – Planning Manager
Maja Hadlock – Planning Intern

Acknowledgements:

Des Moines City Council

Bob Sheckler, Mayor
Dave Kaplan, Mayor Pro-Tem
Dan Sherman
Scott Thomasson
Matt Pina
Melissa Musser
Carmen Scott

Des Moines Planning Agency

Bob Polwarth, Chair
Aaron Bekkerus, Vice-Chair
Don Riecks
Cass Prindle
Leslie Newman
Shannon Hoel

City Staff

Tony Piasecki, City Manager
Grant Fredricks, PBPW Director
Robert Ruth, Development Services Manager
Steve Schunzel, GIS
Dale Southwick, IT

MARINA DISTRICT DESIGN GUIDELINES

Table of Contents

I.	Introduction	1
II.	Marina District Neighborhood Context and Priority Design Objectives.....	3
III.	Design Guidelines	DG-1
A.	Site Planning.....	DG-1
A.1.	Responding to Site Characteristics.....	DG-1
A.2.	Street Compatibility – Relationship to Street	DG-3
A.3.	Street Corners	DG-4
A.4.	Human Activity.....	DG-5
A.5.	Transition between Residence and Street	DG-7
A.6.	<i>Residential Open Space</i>	DG-7
A.7.	Parking and Vehicle Access	DG-8
B.	Height, Bulk and Scale.....	DG-10
C.	Architectural Elements and Materials	DG-12
C.1.	Architectural Context.....	DG-12
C.2.	Architectural Concept and Consistency	DG-13
C.3.	Human Scale.....	DG-13
C.4.	Exterior Finish Materials	DG-14
D.	Pedestrian Environment	DG-16
D.1.	Pedestrian Open Spaces and Entrances.....	DG-16
D.2.	Blank Walls.....	DG-17
D.3.	Design of Parking Near Sidewalks.....	DG-17
D.4.	Visual Impact of Parking Structures	DG-18
D.5.	Screening of Dumpsters, Utilities and Service Areas	DG-19
D.6.	Personal Safety and Security.....	DG-20
E.	Landscape Design.....	DG-21
E.1.	Landscape to Reinforce the Character of the Marina District	DG-22
E.2.	Landscape to Enhance the Building and/or Site	DG-22

E.3.	Landscape Design to Address Special Site Conditions	DG-23
F.	Signs	DG-25
F.1.	Signage Concept.....	DG-26
F.2.	Signage Placement	DG-27
IV.	Definitions.....	DG-30

I. Introduction

This document sets forth a series of Design Guidelines that will be used by the City of Des Moines for Administrative Design Review (ADR). The Planning Official will use these guidelines to interpret the development regulations established in the DMMC. The guidelines are also intended to assist project developers and their architects by providing graphic examples of the intent of the City's guidelines and regulations.

The purpose of the Design Guidelines is to establish a flexible design framework defined by a menu of design options for creating diverse and high quality commercial and multi-family construction projects in the Marina District which includes Downtown, the Marina and Beach Park (Figure 1).

The Design Guidelines are envisioned to complement the requirements established in the Des Moines Municipal Code (DMMC). The DMMC coupled with the Street Development Standards provide clear requirements for public rights-of-way and site and building requirements such as setbacks, lot coverage, landscape buffers, signage, and allowable land uses. The Design Guidelines are meant to shape the form of the area, paying particular attention to site design, building form and character.

The Guidelines present a clear set of objectives for improving pedestrian areas and improving the quality and diversity of building designs as defined by the goal and intention statements and through graphics, illustrations and photos. The graphics, illustrations and photographs are intended to illustrate the design elements and features being described by the guidelines; however, they do not supercede specific development requirements established in the Des Moines Municipal Code. These Guidelines include a set of examples for how these objectives are to be met. The menu of design options define a minimum condition for approval and identify a variety of design examples and options.

The Design Guidelines do not set a particular style of architecture or design theme. Rather, they will establish a greater sense of quality, unity, and conformance with Des Moines' physical assets and civic role. The Design Guidelines will work with improvements to streets and parks and the development of new public facilities to create a dynamic setting for civic activities and private development. It is important to note that these Guidelines are not intended to slow or restrict development, but rather to add consistency and predictability to the permit review process.

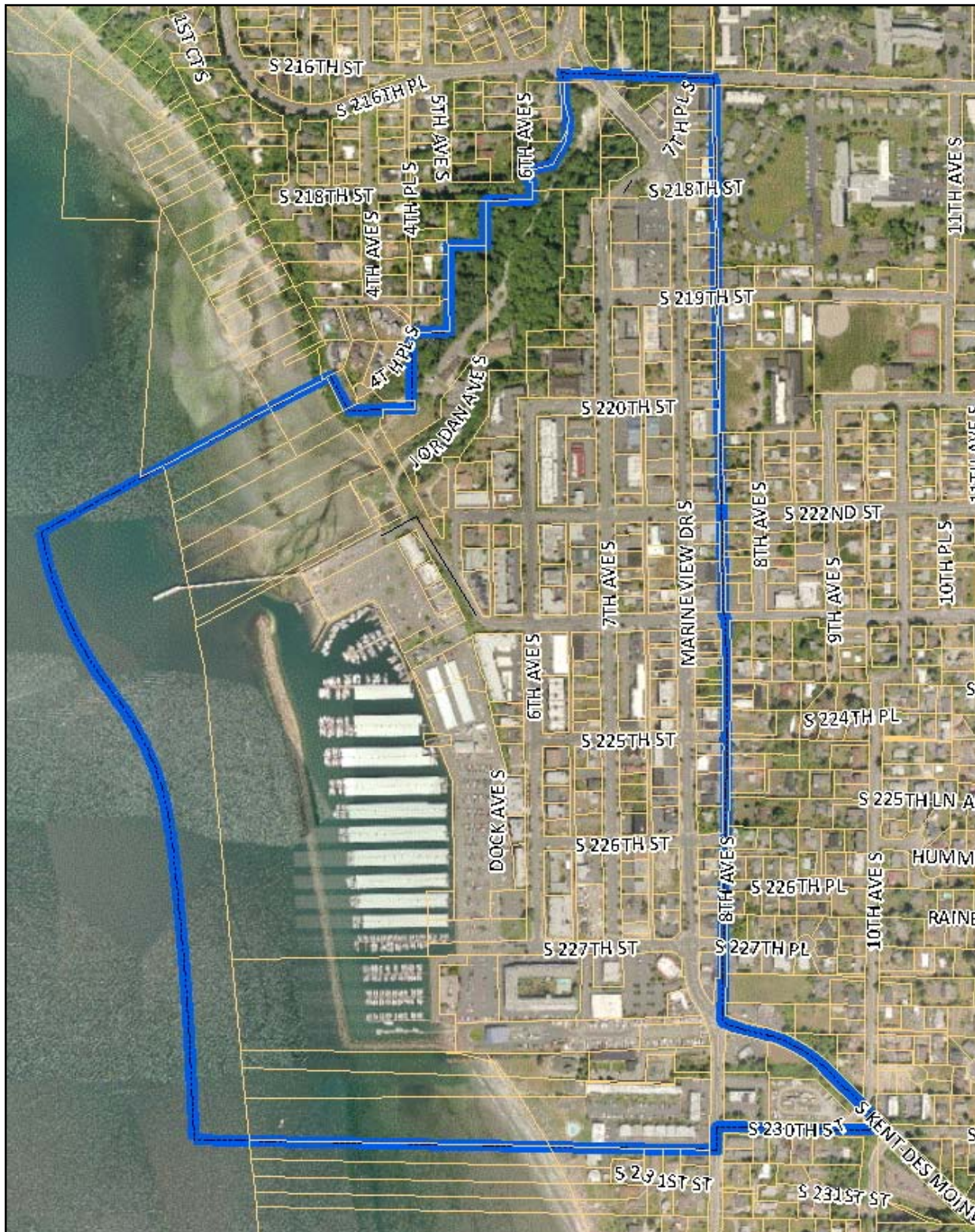
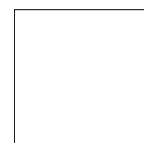


Figure 1
Marina District Planning Area



II. Marina District Neighborhood Context and Priority Design Objectives

The overriding objective of the Marina District Design Guidelines (MDDGs) is to ensure that new development fits in well with its surroundings. The following design guidelines share this objective, with an emphasis on siting and design conditions and priorities supported by the community, to guide the design of new development in a manner that strengthens the Marina District's mixed-use commercial core and connections to the Marina, Beach Park and the waterfront.

Through the planning process for the Downtown Neighborhood and MDDGs, Des Moines City Council, Planning Agency and the community stated the desire to enliven the Marina District by providing for a mix of uses and architectural styles along with quality design of storefronts, streetscapes, wayfinding, and on-street parking. It is recognized that new development provides the opportunity for a broader mix of businesses, services, residential units and employment that will help activate the Marina District.

In January 2009, City Council adopted a draft vision for the Marina District's future as well as a mission statement that identified public actions to make that vision a reality. One of the recommended actions is the adoption of a set of design guidelines to be used in reviewing all new development and major renovations in the Downtown Neighborhood. The vision and mission statement clearly express the importance of design in creating and maintaining a sense of place and enhancing the economic vitality of the Marina District:

Vision for the Marina District

The Marina District – the Downtown, Marina and Beach Park – is the civic and cultural center for Des Moines. A revitalized Marina District with a small-town charm reflecting the City's rich history invites new businesses, development, shoppers and residents. A quality mix of services in the District encourages residents to shop locally and creates a destination for visitors. Improved pedestrian access to and from the Marina and Beach Park, and pedestrian amenities along South 223rd Street and South 227th Street enhance the image of Des Moines as a special Puget Sound waterfront community. Design guidelines encourage private participation and public art to reflect and celebrate the City's unique location and maritime heritage.

Mission Statement for the Marina District

To strengthen the vitality of the Marina District as a place for people to live, shop, work and play by:

- Strengthening community sustainability, pedestrian accessibility, livability and downtown business vitality.
- Optimizing Des Moines' prime waterfront location and City views through the enhancement of cultural opportunities and experiences.
- Establishing design guidelines aimed at preserving Des Moines' small-town character while promoting diversity and creativity of new development.

- Creating an integrated transportation system that includes a comprehensive parking strategy, pedestrian and bicycle network, and streetscape improvements.
- Planning for the S. 223rd Street between Marine View Drive and Cliff Avenue focusing initially on public works street improvements and the Cliff Avenue connection to the Marina floor.
- Planning for the S. 227th Street corridor focusing initially on public works street improvements and Marina entrance enhancements.
- Coordinating with King County Metro the placement and funding of bus shelters on Marine View Drive.
- Developing detailed facilities, marina street furnishings, and amenities plans that include funding and priorities in the Municipal Facilities, Marina and Arterial Streets Capital Improvement Plans (CIP).
- Coordinating with the Des Moines Arts Commission and the Des Moines Historical Society to develop a Public Arts Plan that includes sculptures, murals, interpretive Marina railing displays and history trails.
- Executing a valid community survey to determine what citizens of Des Moines envision for the Marina District."

The MDDG directly address these objectives. It is especially important that development projects in the Marina District, particularly those on corner lots and key pedestrian streets, implement objectives of the Comprehensive Plan, Marina Master Plan and Comprehensive Transportation Plan by addressing the following:

- Employ façade modulation and articulation to provide appropriate human and architectural scale, view corridors, and visual interest.
- Locating the buildings adjacent to the public sidewalk or orienting the building to a plaza or publicly accessible open space that is located adjacent to the sidewalk.
- A continuous area of commercial and mixed use development is particularly important along Marine View Drive South between S 216th and S 227th Streets.
- Providing an enhanced sidewalk environment that includes elements such as storefronts near the sidewalk, minimal interruption by vehicular driveways, awnings for weather protection, public open space, street trees, attractive landscaping, and integrated signs and lighting.
- Providing pedestrian-oriented facades and entrances along public rights-of-way and designated pedestrian pathways. "Pedestrian-oriented facades" generally feature window areas or window displays, artwork or other amenities along the majority of the ground floor, and substantial weather protection.
- Minimizing paved surfaces devoted to vehicle circulation and parking. Below-grade or in-structure parking is strongly recommended.
- Minimizing the impact of driveways on pedestrian travel.
- Ensuring that public open spaces and pedestrian travel routes have sidewalks or other walkways, are safe and well lit, and respond to *Crime Prevention through Environmental Design* (CPTED) principles.

III. Design Guidelines

A. Site Planning

“Site planning” is the purposeful arrangement of buildings, landscaping, open spaces, circulation elements, and other features to support civic and private development growth goals. A well-conceived site design addresses the following:

- Site characteristics
- Street compatibility
- How the development relates to the street corner
- Human activity
- Transition between residence and street
- Residential open space
- Parking and vehicle access

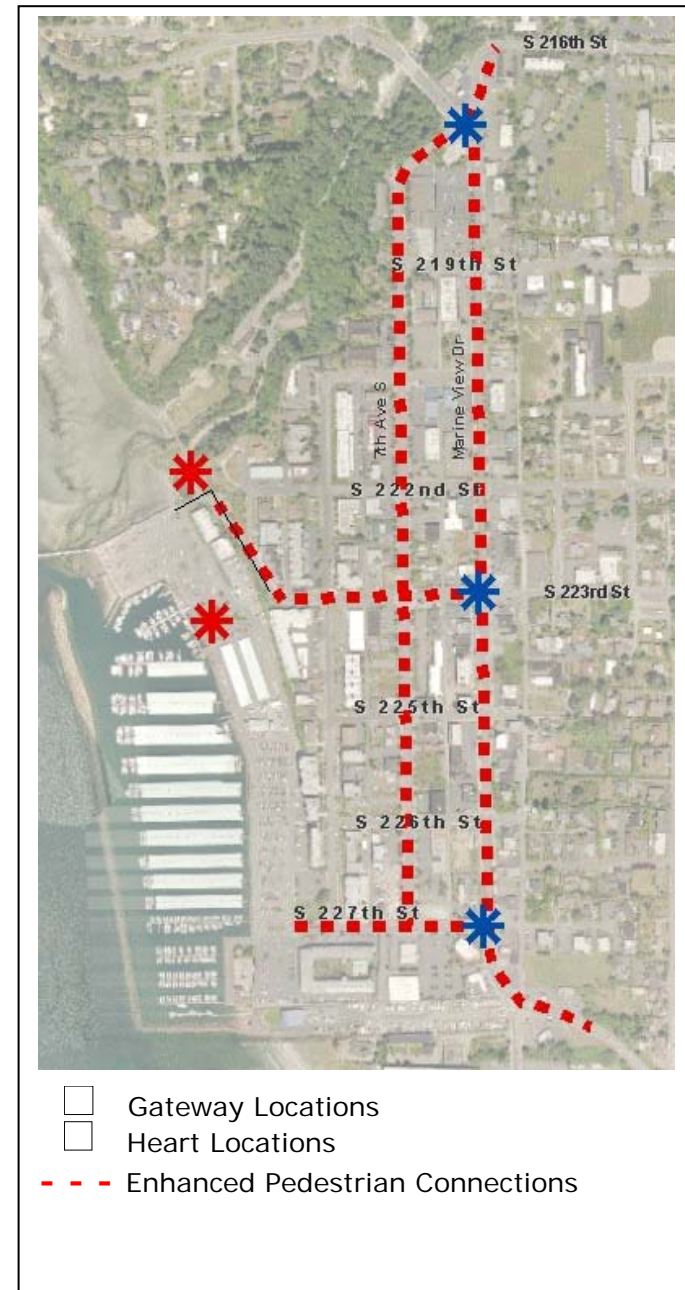
A.1. Responding to Site Characteristics

Intent – *The siting of buildings should respond to specific site conditions and opportunities such as location on prominent intersections, unusual topography, significant vegetation and views, or other natural features.*

Gateways

Gateways are transition locations, places that mark entry or departure points to a neighborhood for automobiles and pedestrians. They are sites that create opportunity for identification of a physical marker for the community to notice they are entering a special place. Methods to establish gateways should consider the site's characteristics such as topography, views or surrounding building patterns. Elements could include building out to meet the corner where appropriate, or tools such as:

- Setbacks to allow for pedestrian friendly spaces;
- Signage;
- Landscaping;
- Artwork;
- Façade treatments.



Site
Planning

DESIGN GUIDELINES

The following intersection locations have been identified as gateways for the Marina District due to the level of traffic flow, general visibility and/or development potential.

- South 216th Street and Marine View Drive South
- South 223rd Street and Marine View Drive South
- South 227th Street and Marine View Drive South

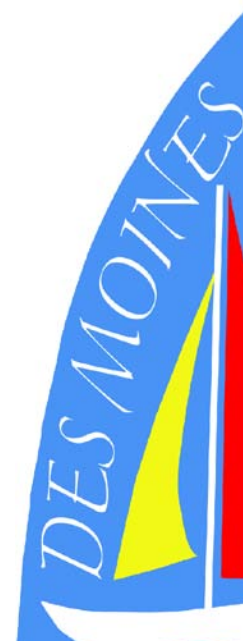
Heart Locations

Heart locations serve as the perceived center of commercial and social activity within the neighborhood. These locations provide anchors for the community as they have identity and give form to the neighborhood. Development at heart locations should enhance their central character through appropriate site planning and architecture. These sites have a high priority for improvements to the public realm. A new building's primary entry and façade should respond to the heart location. Special street treatments are encouraged and buildings will need to relate to these centers of commercial and social activity. The following locations have been identified as heart locations within the Marina District:

- South 223rd Street
- 7th Avenue South
- South 227th Street
- Marine View Drive South
- Marina and Beach Park

Guideline

- Encourage provision of "outlooks and overlooks" for the public to view Puget Sound, Olympic Mountains and cityscapes. Examples include provision of public plazas and/or other public open spaces and changing the form or setbacks of the building to enhance views.
- Reinforce community gateways and heart locations through the use of architectural elements, streetscape features, landscaping and signage.
 - Gateways can be defined through landscaping, artwork, and references that create a sense of place.
 - Heart Locations can be defined by amenities such as: pedestrian lighting, weather protection, public art, special paving, landscaping, additional public open space provided by curb bulbs and entry plazas.



Established nautical themes.



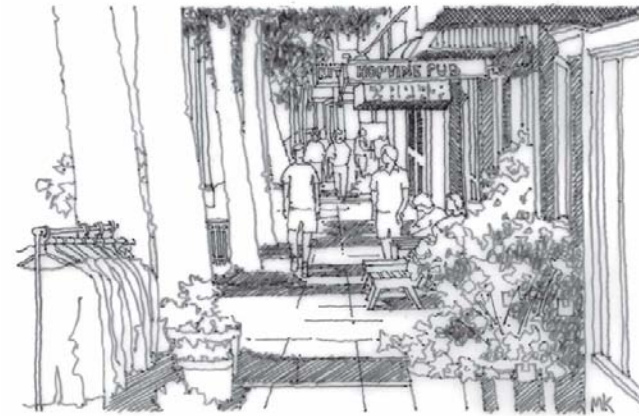
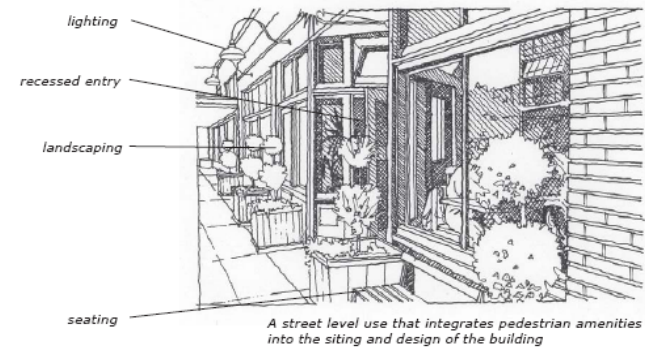
A.2. Street Compatibility – Relationship to Street

Intent – The vision for street level uses in the Marina District is a completed network of sidewalks that successfully accommodate pedestrians. Streetscape compatibility is a high priority of the neighborhood.

Guideline

Sidewalk-related spaces should appear safe, welcoming and open to the general public. The siting of buildings should acknowledge and reinforce the desirable spatial characteristics of the right-of-way. Entries should be clearly identifiable and visible from the street.

- Reinforce the scale of the street wall with well-organized commercial and residential bays and entries.
- Further articulate the street level facade to provide a comfortable pedestrian experience with placement of street trees, exterior lighting on buildings, planters and overhead weather protection.
- Provide street trees with tree grates or in planter strips, using appropriate species to provide summer shade, winter light and year-round visual interest.
- Encourage provision of spaces for street level uses that vary in size, width, and depth. Strongly encourage the use of awnings and weather protection along street fronts to enhance the pedestrian environment.
- The ground floors of buildings should appear inviting to the public by containing commercial uses and public open spaces with direct entry from the sidewalk. Vary in size, width and depth to accommodate a variety of appropriate uses and activities for the site and vicinity. This includes providing multiple entries at the street.
- Where appropriate, configure retail space so that it can spill-out onto the sidewalk (retaining six feet for pedestrian movement, where there is sufficient width)
- On Mixed Use Corridors, at least one primary business and residential entry shall be oriented to the primary public street. Secondary and service entries should be located off the alley, side street or parking lots.
- Encourage welcoming, slightly recessed main building or shop entrances consistent with a traditional downtown storefront design.



Street level faced with recessed entrances, pedestrian oriented signs and street trees.

- Clearly indicate main entries to new commercial and multiple family residential buildings through design, material changes, lighting and street visibility.
- In residential projects, except townhouses, it is generally preferable to have one walkway from the street that can serve several building entrances. At least one building entrance, preferably the main one, should be prominently visible from the street. To increase security, it is desirable that other entries also be visible from the street; however, the configuration of existing buildings may preclude this.
- When a courtyard is proposed for a residential project, the courtyard should have at least one entry from the street. Units facing the courtyard should have a porch, stoop, deck or seating area associated with the dwelling unit.
- In residential projects, front yard fences over four (4) feet in height that reduce visual access and security should be avoided.

A.3. Street Corners

Intent – Pedestrian activities are concentrated at street corners. These are places of convergence, where people wait to cross and are most likely to converse with others. New development on corner lots should take advantage of this condition, adding visual interest to the street while providing clear space for movement.

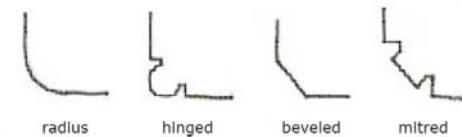
Guideline

New buildings should reinforce street corners, while enhancing the pedestrian environment.

- Special features and strong building forms should be used to visually anchor the block. Larger setbacks are encouraged to provide wider sidewalks or plazas. Focal elements such as public art, landscaping or a community information kiosk should be considered at some intersections.
- Public space at the corner, whether open or enclosed, should be scaled in a manner that allows for pedestrian flow and encourages social interaction. To achieve a human scale, these spaces should be well defined and integrated into the overall design of the building.



Building form and elements are oriented to the corner.



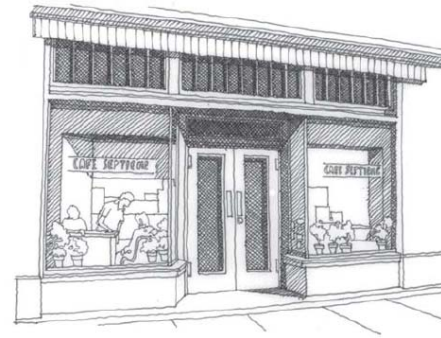
- Consider:
 - providing seating;
 - incorporating art that engages people;
 - setting back corner entries to facilitate pedestrian flow and allow for good visibility at the intersection.
- Building forms and design elements and features at the corner of key intersections should create gateways for the neighborhood. These buildings should 'announce the block' through the inclusion of features that grab one's interest and mark entry.
- To maintain strong definition of comers, street fronts and street corridors, parking lots and driveways should be located away from street comers.

A.4. Human Activity

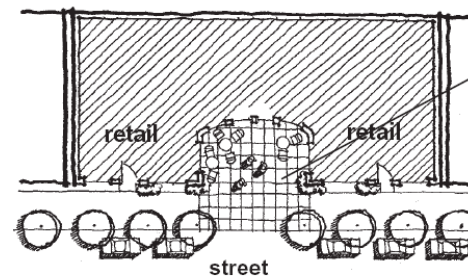
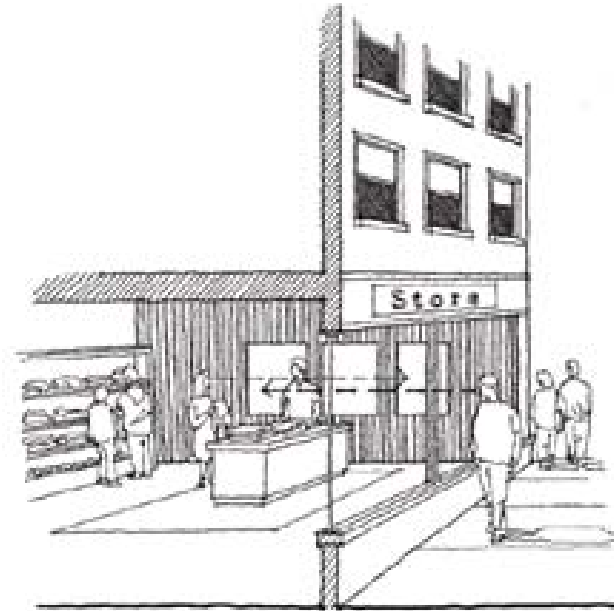
Intent – New development should be sited and designed to encourage human activity on the street. Sidewalks are the principal place of pedestrian movement and casual social interaction. Designs and uses should complement this function.

Guideline

- Outdoor Dining.** Consider setting portions of the building back to create spaces at street level for pedestrian-oriented activities. Take the "indoors" outdoors by spilling interior space (e.g. dining areas, merchandise displays) onto plazas and walkways and bring the "outdoors" into the building by opening interior spaces to sunlight and views of sidewalk activity. Outdoor eating and drinking opportunities are encouraged along street-level building facades.
- Pedestrian orientation and activity** should be emphasized in the Marina District. While most streets feature narrow sidewalks relative to the volume of pedestrian traffic, wider sidewalks and more small open spaces for sitting, street musicians, bus waiting, and other activities would benefit these areas. Pedestrian-oriented open spaces, such as wider sidewalks and plazas, are encouraged as long as the setback does not detract from the "street wall."



Emphasize human-scale design: the individual interacts with the street level of a building in an intimate fashion, and rich visual details at the street level add interest and character to the façade, setting the stage for an active street environment and reinforcing pedestrian comfort.

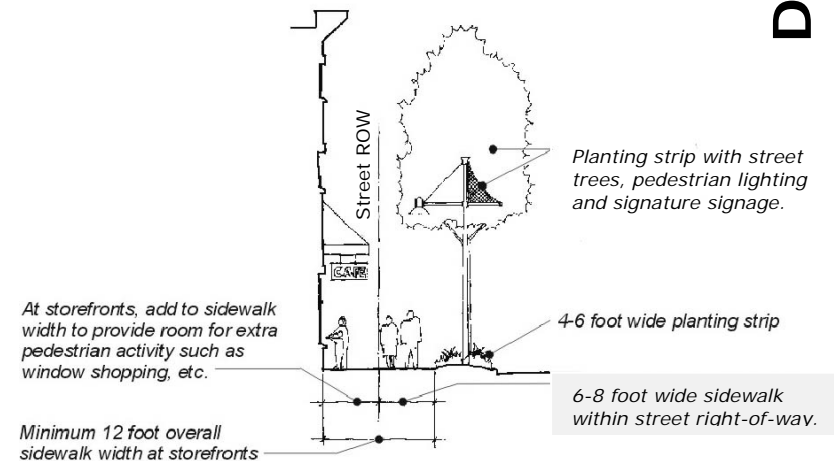


Design for uses that are accessible to the general public, generate walk-in business and contribute to a high level of pedestrian activity at street level. Consider extending street-level spaces out to the sidewalk with multiple entrances and open spaces featuring decorative paving, street furniture and artwork. Retail uses should front such spaces.

- Individualized Storefronts. A diversity of scale and appearance of storefronts contributes to the success and vitality of the business district. The community encourages opportunities for individual retail businesses to personalize or modify their storefronts. Such modifications could include:
 - awning or canopy design;
 - sign design;
 - window design; and
 - street-level building surface materials.
- Street level transparency. The intention of transparency in the street level facades of commercial and civic buildings is to provide for interaction between people in the interior of a building and people near the exterior of a building - particularly on the sidewalk - through a direct visual connection. The following are examples of less desirable design treatments that are discouraged:
 - windowless walls;
 - mirrored or non-transparent glass or glass block;
 - display cases;
 - narrow windows not meeting the intent above;
 - windows located above waist level to persons outside the building on the sidewalk;
 - windows into areas that are too small, shallow, or narrow to support normal human activity (e.g. the back of a tall display case, a narrow hallway); and
 - any interior wall, equipment, or functional layout that hampers the intent of transparency stated above.
- Create graceful transitions at the streetscape level between the public and private uses.
- Reinforce pedestrian connections both within the neighborhood and to other adjacent neighborhoods. Transportation infrastructure should be designed with adjacent sidewalks, as development occurs to enhance pedestrian connectivity.
- Reinforce retail concentrations with compatible spaces that encourage pedestrian activity.
- Create businesses and community activity clusters through co-location of retail and pedestrian uses as well as other high pedestrian traffic opportunities.



A well-marked, articulated building entrance that is oriented to the sidewalk and provides overhead cover.



- Design for a network of safe and well-lit connections to encourage human activity and link existing high activity areas.

A.5. Transition between Residence and Street

Intent – For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

Guideline

- Consider designing the entries of residential buildings to enhance the character of the streetscape through the use of small gardens, stoops and other elements to create a transition between the public and private areas.
- Residential entries should be set back from the street. On side streets, stoops with elevated entries and open spaces are positive features.
- Consider design options to accommodate various residential uses, i.e., townhouse, live-work, apartment and senior-assisted housing.

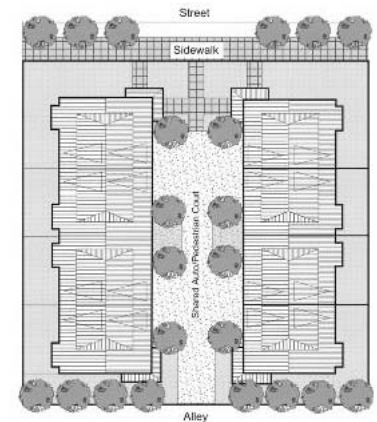
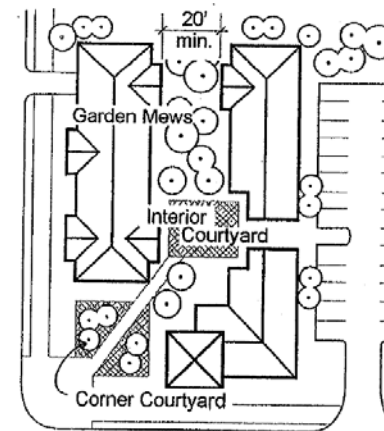
A.6. Residential Open Space

Intent – Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

- New residential development should conform to the requirements of the DMMC, “Multifamily Recreational Areas.”
- Residential buildings should be organized and sited to create usable open space.
- Design outdoor space to be inviting and promote contact among neighbors and provide security and privacy for individual units.
- Open spaces should be oriented to take advantage of views and sunlight. When possible, orient outdoor courtyards, terraces, and gardens to face west, east, or preferably south. Use deciduous trees to permit sunlight penetration in the winter and shading in the summer.
- If possible, incorporate the open space into the architectural concept (see Guideline 2.A.1.) and/or spatial layout of residential units.



Residential building entrances that enhance the streetscape.



Example of residential open space concepts.

A.7. Parking and Vehicle Access

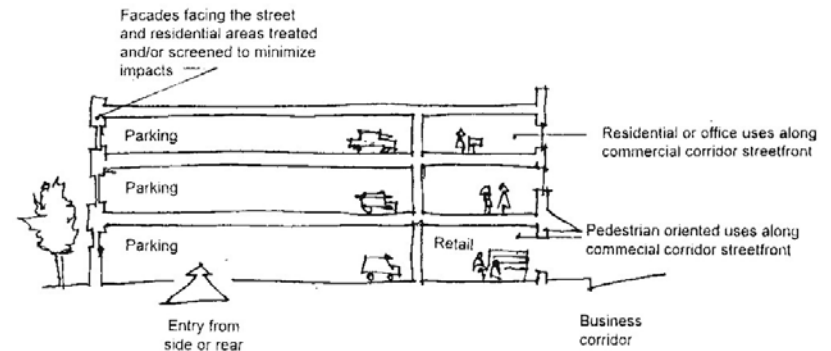
Intent – Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.

Guideline

- Parking on a commercial street front should be minimized and where possible should be located behind a building.
- Site and design driveways to minimize conflicts between vehicles and pedestrians. Minimize the number of curb cuts and width of driveways and curb cuts along these streets.
- Install contrasting paving materials or colors to distinguish between pedestrian and vehicle circulation areas, especially at crosswalks and driveways.
- Provide additional lighting at pedestrian crossings and where security is a concern.
- Ensure that landscaping where vehicle and pedestrian movements intersect does not block pedestrians' and drivers' views.
- Separate service vehicle access and loading zones from pedestrian areas where possible.
- Use on-site directional signs to clearly mark vehicular routes.
- Use raised walkways, bollards, wheel stops, and/or landscaping to physically separate vehicles and pedestrians.
- Minimize the number of access points to the site by:
 - Using shared driveways and/or shared parking facilities with neighboring properties, and
 - Sharing access drives and circulation routes between customers, employees and service traffic, where possible.
- Below grade parking is encouraged with access located on alleys or side streets.
- Consider placing parking underground for all new development within the Downtown Core. Where this is not feasible, parking lots should be located behind buildings or in the interior of a block. Large parking lots should be visually and functionally segmented into smaller areas with planted medians, walkways, lighting, etc.
- Consider placing retail at the ground level of a parking structure along the primary facade, where appropriate.



Design parking on ground floor behind shops and residential parking underground.



- Parking structure facades should be treated with high quality materials and given vertical articulation and emphasis similar to the principal structure. The facade should be designed to visually screen cars.
- Pedestrian entries should be clearly visible and architecturally expressed on the exterior of the building.
- Off-street bicycle rack parking and on-site storage areas are strongly encouraged.
- Consider amenities for pedestrian and pets.
- Creatively designed, clean and functional alleys should provide for vehicular access and pedestrian linkages. Lighting shall be provided for pedestrian safety and visibility.



Bicycle racks and storage areas.

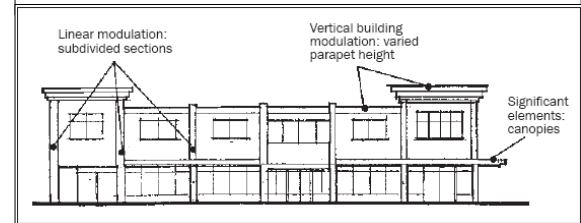
B. Height, Bulk and Scale

"Height, bulk and scale" relates to the size of buildings and their relationship to surrounding properties. Architectural design, choice of construction materials, and how the built form sits within the context of its surroundings influence the sense of place. A well designed building should be welcoming, add human interest, and allow opportunities for meaningful social interaction.

Intent – Projects should be compatible with the scale of development anticipated by the applicable land use policies and zoning for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

Guideline

- Address both the pedestrian and auto experience through building placement, scale and details with specific attention to regional transportation corridors such as Marine View Drive.
- Relate proportions of buildings to the width and scale of the street.
- Consider using architectural features to reduce building scale such as:
 - landscaping;
 - trellis;
 - complementary materials;
 - detailing; and
 - accent trim.
- Articulate the building facades vertically or horizontally in intervals that relate to the existing structures or existing pattern of development in the vicinity. Articulation can be accomplished in several ways, including:
 - Modulation—the stepping back or projection of a portion of the façade;
 - Including significant building elements such as balconies, porches, canopies, entry areas, etc. that visually break up the façade;
 - Building focal points that include distinctive entry features;
 - Changing the roofline; and
 - Changing materials.



vertical modulation

horizontal modulation



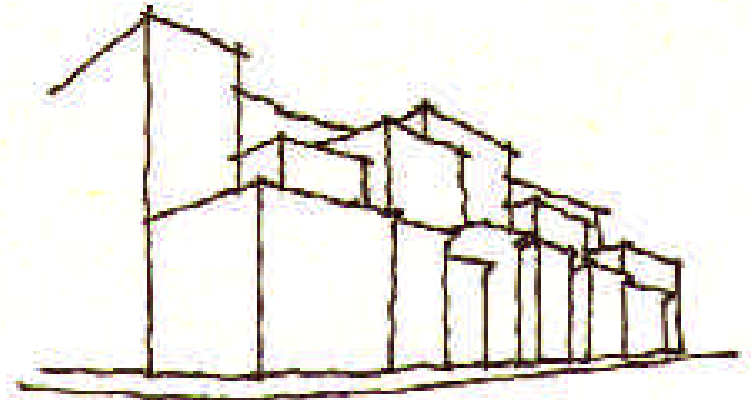
Height,
Bulk &
Scale

DESIGN GUIDELINES

- Building mass should be broken into distinct but related sections that reflect the desired small scale character of the Marina District. This can be achieved through changes in building height and setbacks, materials, coloring, and architectural detailing. Street-front facades are discouraged to extend beyond 60' without this architectural consideration.
- Several strategies for building modulation are preferred:
 - Bay windows, if consistent with the building's architectural vocabulary, are encouraged on street-facing façades.
 - Using a variety of modulation methods helps avoid monotony along the street frontage.



An example of building massing and orientation composed in a manner to take advantage of noteworthy views.



Breaking the mass of large structures into separate volumes reduces apparent bulk.



**Height,
Bulk &
Scale**

DESIGN GUIDELINES

C. Architectural Elements and Materials

Special elements in a building façade create a distinct character in an urban context. Each element must be designed for an appropriate urban setting and for public or private use. A building should incorporate special features that enhance its character and surroundings. Such features give a building a better defined “human scale.”

Requirements for specific architectural features should be avoided and variety encouraged. Building designs should incorporate one or more of the following architectural elements: arcade, balcony, bay window, roof deck, trellis, landscaping, awning, cornice, frieze, art concept, or courtyard.

The following guidelines address architectural elements and materials as they relate to architectural context, concept and consistency, human scale, exterior finish materials and structured parking entrances.

C.1. Architectural Context

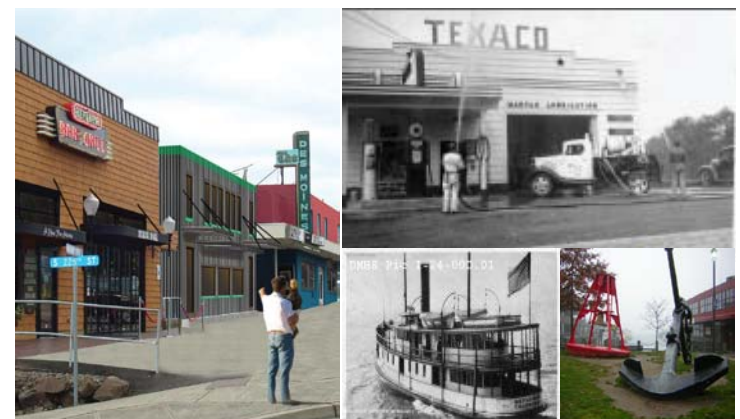
Intent - New buildings proposed for the Marina District complement neighboring buildings with well-defined architectural character and siting patterns.

Guideline

- Support the existing small town scale of the neighborhood with a mix of building styles.
- Re-use and preserve important buildings and landmarks when possible.
- Encourage incorporating iconic features, signs and vintage advertising on buildings where appropriate.



Application of architectural elements to create distinct character.



Design that responds to historic and maritime heritage.

C.2. Architectural Concept and Consistency

Intent – Building design elements, details and massing should create a well proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roof line or top of the structure should be clearly distinguished from its facade walls. The roofscape — in addition to the streetscape — is an important design element. Given the Marina District is situated in topographic depression, the roofs are viewed from locations surrounding the neighborhood.

Guideline

- The architectural forms, elements and details of a project should be organized to express the building's function(s), orientation, and relationship to the site and surrounding area. A strong architectural concept will indicate this organizational scheme, and convey the project's architectural character, or the style or character of the development.
- Views from outside the area as well as from within the neighborhood should be considered, and roof-top elements should be organized to minimize view impacts from elevated areas.

C.3. Human Scale

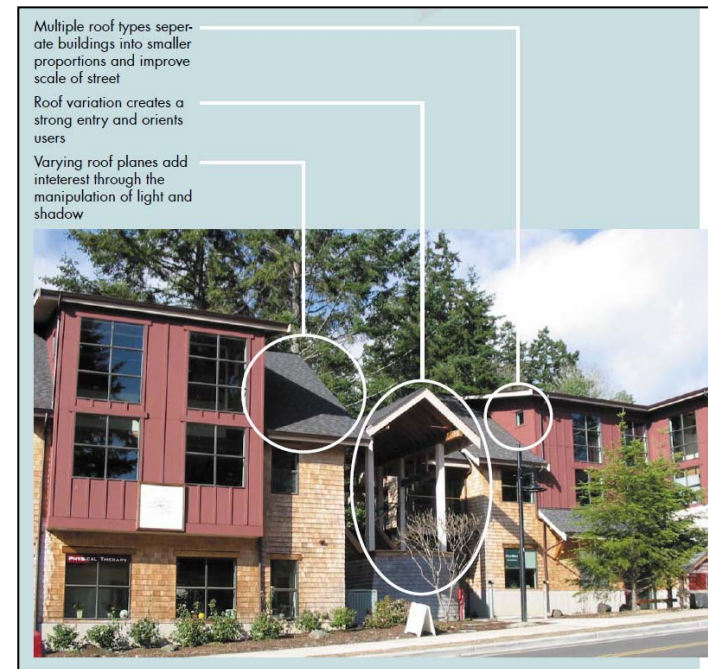
Intent – The design of new buildings should incorporate at least two architectural features, elements and details to achieve a good human scale.

Guideline

- Design buildings when possible to encourage multi-tenant occupancy and walk-in traffic at the street level.
- Generous street-level windows and entrances will animate the street.
- Use façade treatments and changes in materials to distinguish the ground level of building from the upper levels, especially where a building orients to the street and/or defines public space.
- Establish a rhythm of vertical and horizontal elements along the street-level façade. For instance, the regular cadence of display windows and shop entrances enhances the pedestrian experience.



Distinguish the ground level of a building from the upper levels to help define public space. Give greater attention to detail at the street level of a building to satisfy the pedestrian, and include elements such as overhead cover, blade signs, lighting and exterior light fixtures.



Architectural
Elements &
Materials

DESIGN GUIDELINES



- Facades should contain elements that enhance pedestrian comfort and orientation while presenting features with visual interest that invite activity.
- Overhead weather protection should be functional and appropriately scaled, as defined by the height and depth of the weather protection. It should be viewed as an architectural amenity, and therefore contribute positively to the design of the building with appropriate proportions and character.
- Overhead weather protection should be designed with consideration given to:
 - continuity with weather protection on nearby buildings;
 - when opaque material is used, encourage illumination of the underside; and (??)
 - the height and depth of the weather protection should provide a comfortable scale and environment for pedestrians.



Buildings using high quality materials at the street level.

C.4. Exterior Finish Materials

Intent – Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Guideline

- Consider each building as a high-quality, long-term addition to the Marina District; exterior design and building materials should exhibit permanence and quality appropriate to an urban setting. A well-built structure contributes to a more pleasant and humane built environment.
- Employ especially durable and high-quality materials at the street level, minimize maintenance concerns, and extend the life of the building. These materials should be applied at a scale appropriate for pedestrian use.
- Use materials, colors and details to unify a building's appearance on all sides.
- Consider limiting the number of materials and colors used on the exterior of an individual building so that there is visual simplicity and harmony. If intense color is used it should only be used as an accent in a carefully executed and balanced color scheme.



Compatible colors and materials unify a building composition.

- Design architectural features that are an integral part of the building. Avoid ornamentation and features that appear “tacked-on” or artificially thin.
- New buildings should emphasize durable, attractive, and well-detailed finish materials, including:
 - Brick (especially appropriate).
 - Concrete (if it features architecturally treated texture or color, other - - refined detailing, and/or complementary materials).
 - Cast stone, natural stone, tile.
 - Stucco and stucco-like panels, if they feature an even surface and properly trimmed joints and edging around doors and windows. Heavily textured finishes with obvious trowel marks are not generally appropriate.
 - Stucco should be avoided in areas that are susceptible to vandalism and graffiti. Stucco and stucco-like panels must be detailed and finished to avoid water staining and envelope failure.
 - Overhangs and protective trim are encouraged to increase weather resistance.
 - Art tile or other decorative wall details.
 - Wood, especially appropriate for residential structures and upper stories of commercial and mixed-use buildings.
- Where anodized metal is used for window and door trim, then care should be given to the proportion and breakup of glazing to reinforce the building concept and proportions.
- Fencing adjacent to the sidewalk should be sited and designed in an attractive and pedestrian oriented manner.
- Awnings made of translucent material may be backlit, but should not overpower neighboring light schemes.
- Lights, which direct light downward, mounted from the awning frame are acceptable. Lights that shine from the exterior down on the awning are acceptable.
- Light standards should be compatible with other site design and building elements.



Use of durable attractive and well-detailed finish materials.



**Architectural
Elements &
Materials**

DESIGN GUIDELINES

D. Pedestrian Environment

Designing buildings and related site improvements for pedestrians is fundamental for creating an environment that encourages walking, biking and transit use. Pedestrian facilities and amenities provide a variety of areas to accommodate shoppers, residents, employees and Visitors.

Within the Marina District, a portion of the required open space should be designed as pedestrian-oriented space, particularly along designated pedestrian streets. Bicycle and pedestrian features should be considered whenever roadway or other capital improvements are considered.

The following guidelines address the pedestrian environment as it relates to pedestrian open spaces and entrances, blank walls, design of parking near sidewalks, visual impact of parking structures, screening of dumpsters, utilities and service areas, and personal safety and security.

D.1. Pedestrian Open Spaces and Entrances

Intent – Design projects to attract pedestrians to the commercial core of the Marina District. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities to create lively, pedestrian-oriented open space should be considered.

Guideline

- New developments are encouraged to provide features that enhance the public realm, i.e. the transition zone between private property and the public right of way. Proposed elements include:
 - curb bulbs adjacent to active retail spaces where they are not interfering with primary corridors that are designated for high levels of traffic flow;
 - pedestrian-oriented street lighting; and
 - street furniture.



Street and pedestrian scale lighting.



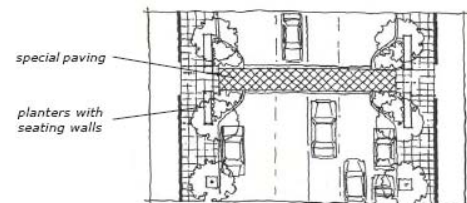
curb bulb



special paving



benches



Streetscape amenities help buildings connect to and enhance centers of commercial and social activity.



lighting



Pedestrian
Environment

DESIGN GUIDELINES

D.2. Blank Walls

Intent – To reduce the visual impact of blank walls by providing visual interest. Although blank walls are generally not encouraged along public streets and pedestrian ways, there may be a few occasions in which they are necessary for functional purposes. 1.) Special treatment for blank walls longer than 20 feet that are visible from pedestrian walkways and parking areas shall be provided. 2.) Incorporate one or more of the following methods to soften the appearance of blank walls that face pedestrian walkways and parking areas.

Guideline

- A vertical trellis in front of the wall with climbing vines or plant materials.
- A planting bed or raised planter in front of the wall and establish plant materials that will obscure or screen a significant portion of the wall's surface within three years.
- Artwork (a mosaic, mural, sculptural relief, etc.) over a significant portion of the blank wall surface.
- A change of materials or texture in the wall and/or accent with architectural details.
- Other methods that meet the intent of these criteria may be proposed.



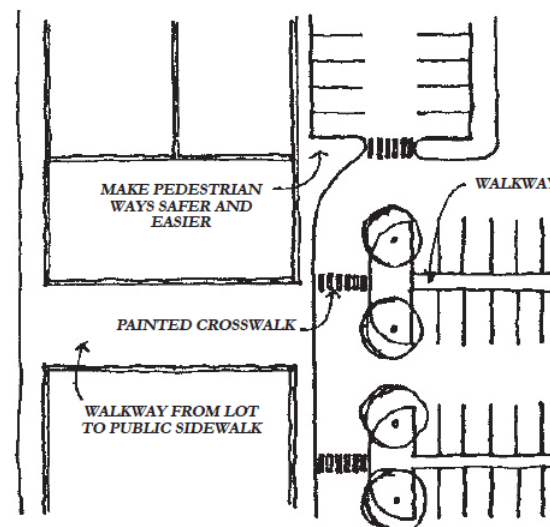
Trellis, art and varied material offer visual appeal on blank walls

D.3. Design of Parking Near Sidewalks

Intent – Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

Guideline

- Separate parking areas adjacent to public rights-of-way from the sidewalk by a low screen wall 24 to 36 inches high, a continuous hedge (24 to 36 inches high at plant maturity), or other screening element approved by the City. The screen walls must be constructed of permanent materials compatible with the materials of the proposed building. Plant materials, layout, and installation, including irrigation, shall be as approved by the City.
- Providing parking below grade is preferred.



Parking lot design should be clear and well organized.

D.4. Visual Impact of Parking Structures

Intent - Parking structures should be designed and sited in a manner that enhances pedestrian access and circulation from the parking area to retail uses. The design of parking structures/areas adjacent to the public realm (sidewalks, alley) should improve the safety and appearance of parking uses in relation to the pedestrian environment.

Guideline

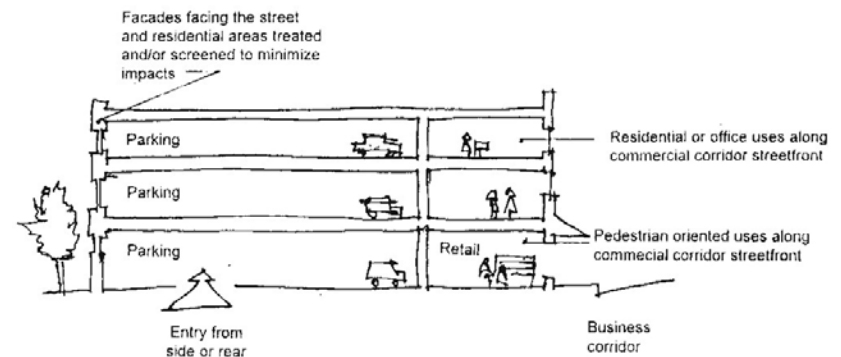
- The auto access should be from the alleys unless no feasible alternative exists. Located at the rear property line, the design of the parking façade could potentially be neglected. The City would like to see its alleys improved as a result of new development. The rear portion of a new building should not turn its back to the alley or residential street, but rather embrace it as potentially active and vibrant environment.
- The parking portion of a structure should be compatible with the rest of the building and the surrounding streetscape. Where appropriate, consider the following treatments:
 - Integrate the parking structure with building's overall design.
 - Provide a cornice, frieze, canopy, overhang, trellis or other device to "cap" the parking portion of the structure.
 - Incorporate architectural elements into the facade.
 - Recess portions of the structure facing the alley to provide adequate space to shield trash and recycling receptacles from public view.

Guideline

- Parking structures should include active uses such as retail or other appropriate uses at the ground level along the street frontage.
- Parking structures should be architecturally consistent with exterior architectural elements of the primary structure, including roof lines, façade design, articulation, modulation and finish materials. Visually integrate parking structures with adjacent buildings when they exhibit an appropriate level of architectural quality.
- Buildings built over parking should not appear to "float" over the parking area, but should be linked with ground-level uses or screening.



Example of structured parking with mixed use and active uses at the street level.



Example of how parking structures can be incorporated into a new development.



**Pedestrian
Environment**

DESIGN GUIDELINES

- Parking structures and vehicle entrances should be designed to minimize views into the garage interior from surrounding streets. Methods to help minimize such views may include, but are not limited to landscaping, planters and decorative grilles and screens.
- Security grilles for parking structures should be architecturally consistent with and integrated with the overall design. Chain link fencing is not permitted for parking structure fencing.

D.5. Screening of Dumpsters, Utilities and Service Areas

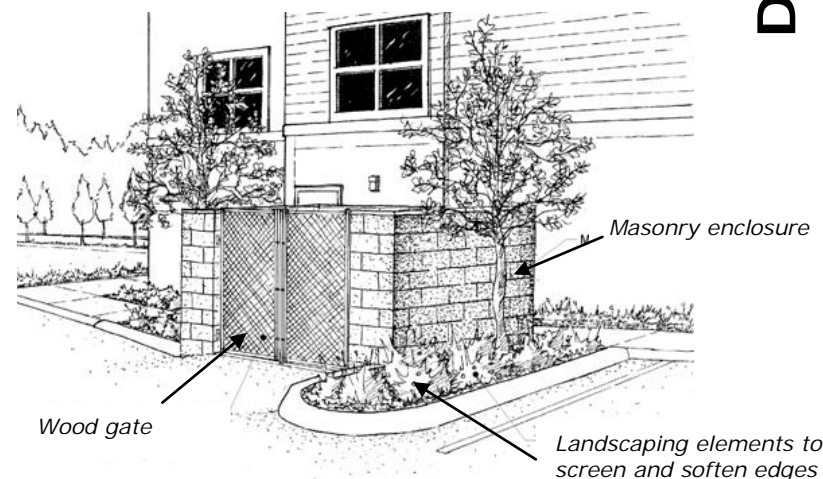
Intent – The visual presence of service areas for businesses, customers and surrounding property owners should be minimized:

- To reduce potential conflicts between users of service areas, customers and surrounding property owners.
- To ensure continued access to service areas.

The visual impacts of service areas such as loading docks, trash and recycling collection points, and utility maintenance areas should be minimized through site design, landscaping and screening. See Title 18 Zoning of the Des Moines Municipal Code for screening requirements for trash and recycling areas.

Guideline

- Service areas include, but are not limited to, trash dumpsters, compactors, ground level mechanical equipment, utility vaults, loading zones, outdoor storage areas, trash and recycling areas, and other intrusive site features.
- Locate service areas so that negative visual and auditory (noise) impacts on the street and adjacent properties are minimized.
- Avoid siting utility equipment where it displaces significant landscaping, or where servicing the equipment would damage landscaping. Provide access to equipment that requires regular servicing.
- Screening enclosures, walls and fences shall be architecturally integrated with the development's architecture.
- Provide sufficient landscaped screening around service areas, integrating landscaping with other site and adjacent public landscaping, where possible. However, do not create security hazards by providing a blind spot or hiding area.

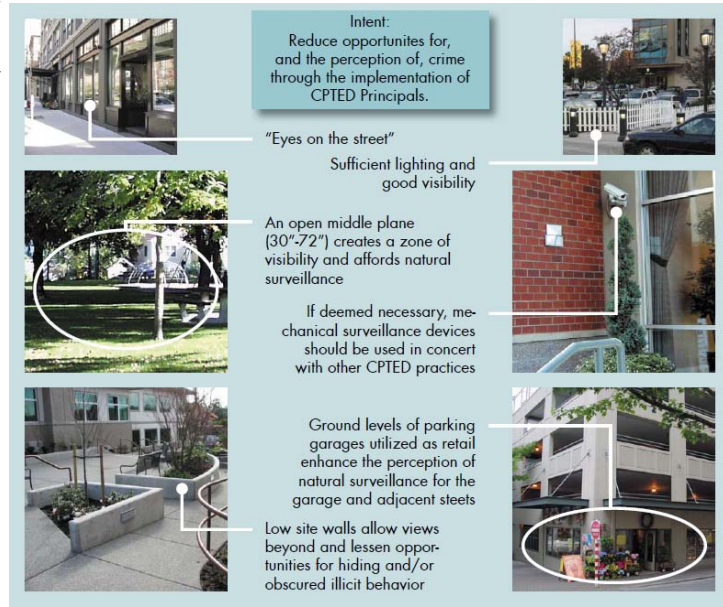


D.6. Personal Safety and Security

Intent – Reduce crime through design and create a feeling of security and safety through increased activity at street level through building design and improved pedestrian and gathering areas. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Guideline

- Enhance public safety throughout the neighborhood to foster 18-hour public activity. Methods to consider are:
 - enhanced pedestrian and street lighting;
 - well-designed public spaces that are defensively designed with clear sight lines and opportunities for eyes on the street;
- Effective lighting systems provide needed visibility for storefronts, drawing attention to key functional or aesthetic elements such as doorways, windows, signage, sidewalks, or architectural details. Strategic lighting can also deter criminals and increase the perception of safety for passing customers.
- There are several different kinds of lighting: entranceway lighting, sign lighting, merchandise storefront lighting, energy-saving night lighting, decorative detail lighting, and general area lighting. Each lighting type performs a different job and should attract attention to what it illuminates, not to the light fixture or bulb.
- Brighter is not always better.
- Security lighting can be at a relatively low level. Glare is light that beams directly from a bulb into eye. It hampers the vision of pedestrians, cyclists, and drivers. If lights are overly bright, they actually make it easier for a criminal to hide in the deep shadows produced by objects in the harsh light. Lights should point downward or toward the building or sign and not into the sky.
- Darkness can be better than lighting if no one is around to witness and report crimes or if lighting helps criminals to see what they are doing. Consider using motion-detector lights or timers when lights are not needed late at night. If an area is usually dark, people will more likely notice if it is suddenly lit up. Do not light back doors that cannot be seen by others.



Design principles to enhance personal safety and security.

E. Landscape Design

An important aspect of a pedestrian-oriented business district is its physical setting. Natural features of a place are key to residents' and visitors' perception.

A primary goal stated in the Marina District's Vision Statement is to *"enhance the image of Des Moines as a special Puget Sound waterfront community."* Besides its excellent waterfront, an important natural feature of the Marina District is its bowl-shaped topography which provides views from surrounding neighborhoods down toward the district. The valley topography also helps to define the Marina District's edges and facilitates the transition from largely commercial activities in the valley floor to the mostly residential areas in the uplands. The Marina, Beach Park and waterfront provide a naturalizing function.

This section lays out guidelines that help merge the design of structures and places with the natural environment. It discusses concepts behind new landscaping as well as the maintenance and protection of existing natural features.

Landscape design is intended to:

- Ensure that private landscaping reinforces, complements and enhances public streetscape improvements.
- Reinforce the positive visual elements of the Marina District.
- Ensure that landscape design is an integral part of overall site design and reinforces site functions.
- Use landscape design to advantage in the economic revitalization of the Marina District.
- Use landscape design to soften the transition between different land uses.
- Ensure that landscape design does not compromise site safety.
- Achieve greater continuity and transition between public streetscape and the private landscape design so that the two appear unified.
- Augment the visual impact of plantings in the public right-of-way.
- Improve the pedestrian environment.



Landscaping reinforces and enhances the streetscape.

E.1. Landscape to Reinforce the Character of the Marina District

Intent – Private landscaping should reinforce the character of neighboring properties and abutting streetscape and the positive visual elements of the Marina District.

Guideline

- Support the creation of a hierarchy of passive and active open space within the Marina District. This may include pooling open space requirements on-site to create larger spaces.
- Where appropriate, install indigenous trees and plants to improve aesthetics, and capture water.
- Retain existing, non-intrusive mature trees or replace with large caliper trees.
- Water features are encouraged including natural installations.
- Reference the Des Moines Street Design and Construction Standards for appropriate landscaping and lighting options for the area.

E.2. Landscape to Enhance the Building and/or Site

Intent – Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

Guideline

- Integrate themes into publicly accessible areas of a building and landscape that evoke a sense of place related to the uses of the area. Neighborhood themes may include arts district, maritime, etc.



People places.

E.3. Landscape Design to Address Special Site Conditions

Intent – *The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, and natural areas.*

Guideline

- Take advantage of views to the waterfront and mountains.
- Support the adopted streetscape design standards for Marine View Drive, S 223rd Street and S 227th Street.

1. A landscape design concept should demonstrate a clear and appropriate aesthetic statement.

A landscape design concept should be consistent with and complementary to the site design and the development's architectural character. The landscape concept should also complement and enhance natural site features, significant existing landscape elements, or other existing amenities on the site or in the area. A comprehensive landscape concept will:

- a) Take advantage of views of the landscaping from inside the building.
- b) Enhance the building itself, as viewed from within the site and adjacent public streets.
- c) Organize, enhance and link the different spaces and activities on the site.
- d) Reinforce the streetscape design, and provide a pleasant transition to the site.
- e) Improve the appearance of parking and vehicular areas.
- f) Screen, soften and frame views.

2. A landscape design concept should reinforce the site design and fulfill the functional requirements of the development, including screening and buffering.

In addition to aesthetic goals, landscaping can fulfill a number of functional goals for a project. Consider the following in developing the landscape plan.

- a) *Screening:* Landscaping can provide for visual screening of incompatible adjacent land uses or activities. It can also be used to screen service areas, unattractive sites or architectural features. Projects are encouraged in which landscaping is used to break up parking areas and screen parking areas from pedestrian walkways. However, screening should address security concerns and not create areas without passive surveillance (i.e., visibility from occupied buildings or active pedestrian-oriented areas).
- b) *Safety:* Vertical plantings can be used to 'mark' a pedestrian walkway, making it more visible from parking areas or driveways. Landscape strips can be used to separate pedestrian areas from vehicle areas.
- c) *Framing:* Landscaping can be used to frame and direct views.

3. The landscape design should reinforce and complement plantings in the public right-of-way.

One of the primary goals of these design guidelines is to improve the pedestrian and visual environment of the Marina District. Landscaping can play an important role in meeting this goal. A mix of shade trees, shrubs and groundcover is encouraged for every major landscape area on the site.

The following are design approaches that may be considered in developing a landscape concept:

- d) Indicate how the various spaces and plantings on the site are organized, and how movement through the site links the different spaces and activities. Indicate the character of these 'rooms' as determined by the spatial qualities, plant selection and design, and the activities that occur there.
- e) Use plant selection and design to highlight significant site and architectural features on the site, and provide definition between public and private spaces.

F. Signs

Signs make a strong first impression and can be a creative demonstration of a business' character. Signs should clearly communicate the name and identity of the business. Four to seven words are the most passersby can effectively read. Well-designed signs market a business through quick impact.

There are several kinds of signs that can be effective if appropriate to the site and well designed.

- Projecting/hanging signs are double-sided and project from a building over the sidewalk. Pedestrians on the sidewalk see them best.
- Wall signs are attached to the primary façade and best viewed looking straight at the building from across the street. Wall signs are usually located in the sign band, the portion of the façade that is just above the storefront on the first floor and below the second floor windows. The sign band provides space for building signage in a consistent place from storefront to storefront. Even if building does not have a traditional sign band marked by architectural details, the similar look can be achieved by placing a wall sign in the area where a sign band would be located.
- Awning or canopy signs are printed on, painted on, or attached to an awning or canopy above a business door or window. They generally serve to bring color to the shopping environment and are oriented toward pedestrians from the opposite side of the street.
- Tenant directory signs are used to identify multitenant buildings and businesses that do not have direct frontage on a public street. Tenant directory signs should be constructed and oriented to the pedestrian.

These guidelines are to be used in conjunction with the Des Moines Sign Code and do not supersede the Sign Code regulations.



Example of wall signs on fascia with overhead lighting.



Artistic and unique signage.

F.1. Signage Concept

Intent – Design signs that are creative, engaging and appropriate for the pedestrian scale and character that is envisioned for the Marina District. The signage concept for the Marina District includes a hierarchy of elements based on use and function such as:

- Site signage for gateways, heart locations, wayfinding, and Marina District identity
- Building signage for addressing and landmarking
- Tenant signage to encourage expressive individualization

Guideline

- Signage should be designed to complement the architectural concept of the building in scale, detailing, use of color and materials, and placement. The following are suggestions for integrating signage with the architectural concept:
 - Provide for sign locations in the building design process
 - Locate wall signs on specific architectural elements, such as a canopy or fascia
 - Avoid obscuring important design features on building facades with signs
 - Coordinate color schemes or architectural details on signs, such as moldings, with the architectural scheme
 - Emphasize special building features, such as an entry or display window, with properly scaled signage
- Signage should reflect the pedestrian scale of the neighborhood, add interest to the street level environment, and reduce visual clutter.
- Signs direct users to a site and within the site and users are typically either driving or walking. Three-inch-high letters can be read at 120 feet and six-inch letters can be read at 300 feet. Pedestrian-oriented signs are most effective when located within 15 feet of the ground plane.
- Specific preferences include:
 - Blade signs attached to a building façade
 - Creative, detailed, artistic and unique signage
 - Signs with lighting attached (e.g., drop lights over a sign)
- Non-conforming signs should be phased out when properties redevelop or a business use changes.



Example of blade signs.



F.2. Signage Placement

Intent – Design signs that are creative, engaging and appropriate for the pedestrian scale and character that is envisioned for the Marina District. The signage concept for the Marina District includes a hierarchy of elements based on use and function such as:

- Site signage for gateways, heart locations, wayfinding, and Marina District identity
- Building signage for addressing and landmarking
- Tenant signage to encourage expressive individualization

Guideline

- Signage should be designed to complement the architectural concept of the building in scale, detailing, use of color and materials, and placement. The following are suggestions for integrating signage with the architectural concept:



Example of wall signs with overhead lighting.

Examples of signs that are Encouraged.

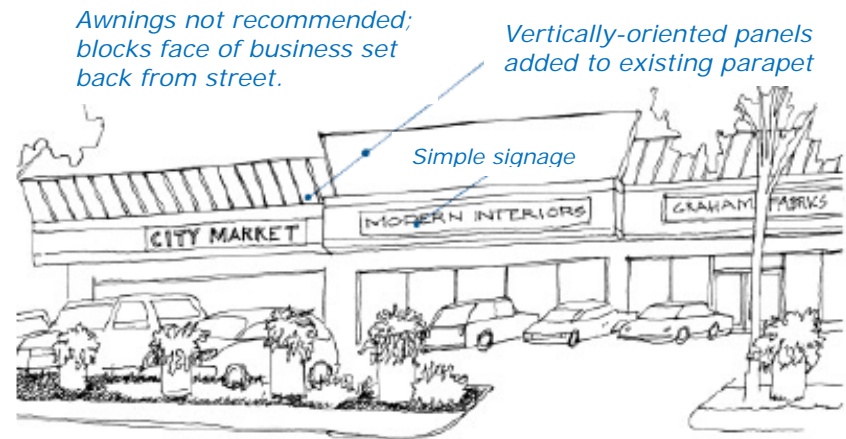


The following illustrations provide examples on how to improve facades and signage on existing buildings as new tenants come in or properties are remodeled.

Storefront Signs



BEFORE
Signs are well-located, but are backlighted and overwhelm this low building.



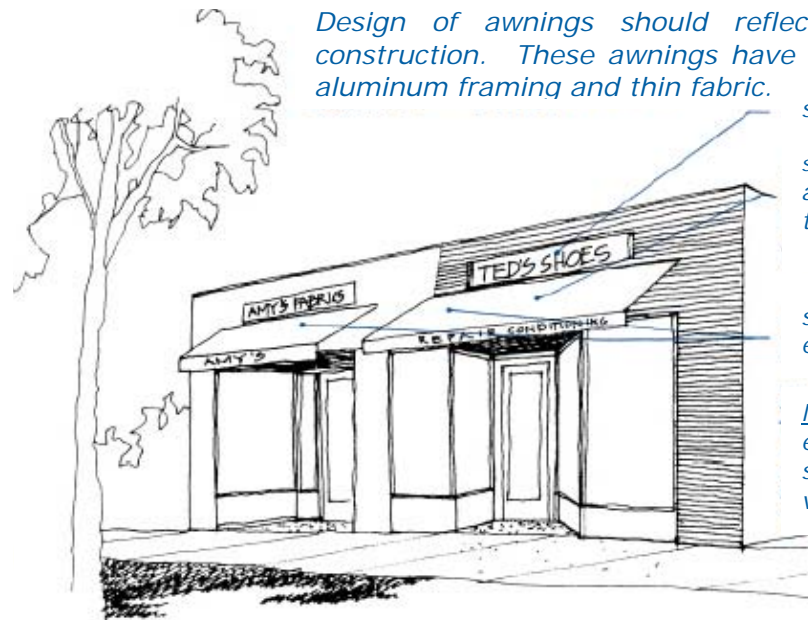
AFTER
Simple, clear sign text in the sign band is encouraged.

1960's ERA STRIP SHOPPING CENTER

Canopies/Awnings



Before: This large metal awning overwhelms the small building.



Design of awnings should reflect their construction. These awnings have slender aluminum framing and thin fabric.

signage

shallow pitch of awning allows face of building to be viewed.

single awnings over each entrance

Note: thin profile can be effective at blocking sunlight while giving visibility to facade

AWNING STUDY - AFTER

IV. Definitions

Architectural Elements - As used in these guidelines, architectural elements refer to the elements that make up an architectural composition or the building form, and can include such features as the roof form, entries, an arcade, porch, columns, windows, doors and other openings. 'Architectural elements' is used interchangeably with architectural features in these guidelines.

Architectural Character - The architectural character of a building is that quality or qualities that make it distinctive and that are typically associated with its form and the arrangement of its architectural elements. For example the architectural character of a structure may be conveyed by a prominent design feature. Examples are a distinctive roof line, a turret or portico, an arcade, an elaborate entry, or an unusual pattern of windows and doors.

The architectural character may also be attributed to the building's style, which is typically conveyed by the architectural detailing associated with that style. For example, a building which is Neo-Classical in *style* may convey a formal architectural *character*.

Architectural Details - As used in these guidelines, architectural or building details refer to the minor building elements that contribute to the character or architectural style of the structure, and may include moldings, mullions, rooftop features, the style of the windows and doors, and other decorative features. As used in these guidelines, the architectural details that are used to *articulate* the structure may also include reveals, battens, and other three dimensional details that create shadow lines and break up the flat surfaces of a facade.

Architectural Form - As used in these guidelines, architectural form refers to the three dimensional shape of a structure, and is made up in part by the building elements.

Articulation - See *Architectural Details*.

Balcony - A balcony is an outdoor space built as an above ground platform projecting from the wall of a building and enclosed by a parapet or railing.

Bay Window - A bay window protrudes from the main exterior wall. Typically, the bay contains a surface that lies parallel to the exterior wall, and two surfaces that extend perpendicular or diagonally from the exterior wall.

Blank Walls - Walls subject to "blank wall" requirements are any ground level wall surface or section of a wall that is over six feet (6') in height measured from finished grade at the base of the wall, and longer than 50' measured horizontally, that does not have any significant building feature, such as a window, door, modulation or articulation, or other special wall treatment within that 50' section (see below).

Courtyard - A courtyard is an open space, usually landscaped, that is enclosed on at least three sides by a structure or structures.

Curb Cut - A curb cut is a depression in the curb for the purpose of accommodating a driveway that provides vehicular access between private property and the street.

Deck - A deck is a roofless outdoor space built as an above-ground platform projecting from the wall of a building and supported by piers or columns.

Facade - A facade is any portion of an exterior elevation of a building extending from the grade of the building to the top of the parapet wall or eaves, for the entire width of the building elevation. A front facade is typically the facade facing the major public street(s). An entry facade is typically the facade with the primary public entry.

Foot-candle - A foot-candle is a unit used for measuring the amount of illumination on a surface. The amount of usable light from any given source is partially determined by the source's angle of incidence and the distance to the illuminated surface.

Frieze - A horizontal band that runs above doorways and windows or below the cornice. The frieze may be decorated with designs or carvings.

Frontage - As used in these guidelines, frontage refers to length of a property line along a public street or right-of-way.

Front Yard - As used in these guidelines, the front yard is the area between the street(s) and the nearest building facade.

Impervious Surface - Those hard surfaces that prevent or retard the entry of water into the soil in the manner that such water entered the soil under natural conditions prior to development; or a hard surface area that causes water to run off the surface in greater quantities or an increased rate of flow from the flow present under natural conditions, prior to development. Such surfaces include, but are not limited to, rooftops, asphalt or concrete paving, compacted surfaces, or other surfaces that similarly affect the natural infiltration or runoff patterns existing prior to development. They may be occupied by such recreational facilities as playground equipment, swimming pools, game courts, etc.

Lumen - A lumen is a unit used for measuring the amount of light energy given off by a light source.

Modulation - Modulation is a stepping back or projecting forward of portions of a building facade within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure's continuous exterior walls. As used in these guidelines, the modulated portions must be at least 4 feet deep in order to qualify as modulation.

Parapet - A low wall along the edge of a roof or balcony.

Pedestrian-Friendly Facades - "Pedestrian-friendly" facades are those that feature one or more of the following characteristics:

- Transparent window area or window displays along at least half the length of the ground floor facade.
- Sculptural, mosaic or bas-relief artwork along at least half the length of the ground floor facade.
- "*Pedestrian-Oriented Space*" - As defined below. At least 500 SF must be located along or adjacent to the public or private sidewalk(s), for every 100 linear feet of ground floor facade that faces the public street(s).
- Other measures that meet the intent of the criteria, as approved in conjunction with overall design review approval.

Pedestrian-Oriented Space - A pedestrian-oriented space is an area between a building and a public street that promotes visual and pedestrian access onto the site and that provides pedestrian-friendly amenities and landscaping, which enhance the public's use of the space. To qualify as a "*pedestrian-oriented space*," an area must have:

- Visual and pedestrian access into the site from the public right-of-way,
- Paved walking surfaces of either concrete or approved unit paving,
- On-site or building-mounted lighting providing at least 2 foot candles (avg.) on the ground, and
- Seating; at least 2' of seating area (bench, ledge, etc.) or one individual seat per 60 SF of plaza area or open space.

A "*pedestrian-oriented space*" is encouraged to have:

- Landscaping that does not act as a visual barrier.
- Site furniture, artwork or amenities such as fountains, kiosks, etc.
- Pedestrian weather protection or other enclosure, such as an arcade or gazebo.

A "*pedestrian-oriented space*" should not have:

- Asphalt or gravel pavement.
- Adjacent unscreened parking lots.
- Adjacent chain-link fences.
- Adjacent "blank walls" without "blank wall treatment."

Scale, Human - The size of a building element or space relative to the dimensions and proportions of the human body.

Scale, Architectural - The perceived height and bulk of a building relative to other forms in its context. A building's apparent height and bulk may be reduced by modulating facades and other treatments.

Service Areas - Service areas refer broadly to the areas, whether enclosed or open, that contain such equipment and uses as ground level mechanical equipment, utility vaults, loading zones, outdoor storage areas, and trash and recycling areas.

Site Planning - Site planning is the arrangement of buildings, driveways, sidewalks, landscaping, parking, public open spaces, and other facilities on a specific site. Good site planning will display a cohesive site design concept, and take into consideration natural features, topography, drainage requirements, access points, the design of neighboring sites, and other features in the immediate vicinity of the site.

Streetscape - The streetscape is the visual character and quality of a street as determined by various elements located between the edge of the street and the building face, such as trees and other landscaping, street furniture, artwork, transit stops, utility fixtures and equipment, and paving. Where there are frequent and wide spaces between buildings, the streetscape will be defined by the pattern of building and open space and the character of that open space.

Viewshed – The viewshed is the extent of views from a particular site.

Attachment 3:

Chapter 18.27 D-C Downtown Commercial Zone (DMMC)

Note: In addition to the D-C Downtown Commercial zoning, the Marina and Beach Park Development Plan will be guided by other adopted development regulations in the Des Moines Municipal Code available at: <http://www.codepublishing.com/wa/desmoines/>

**Chapter 18.27
D-C DOWNTOWN
COMMERCIAL ZONE**

Sections

<u>18.27.010</u>	Purpose of zone.
<u>18.27.020</u>	Permitted uses.
<u>18.27.030</u>	Environmental performance standards, use restrictions, and general limitations.
<u>18.27.040</u>	Dimensional standards.
<u>18.27.050</u>	General site design requirements.
<u>18.27.060</u>	General building design requirements.
<u>18.27.070</u>	<i>Repealed.</i>

18.27.010 Purpose of zone.

(1) The primary purpose and objective of the downtown commercial (D-C) zone is to enhance, promote, and encourage development within the marina district.

(2) It is the further purpose of this zone to: (a) ensure land use compatibility among businesses and residences in terms of permitted uses, building height, bulk, scale; (b) provide a downtown that reflects its waterfront location; and (c) ensure that development occurs consistent with the goals, policies, and implementation strategies of the City of Des Moines Comprehensive Plan. [Ord. 1514 § 2, 2011; Ord. 1237 § 3, 1999; Ord. 1104 § 1, 1994.]

18.27.020 Permitted uses.

Only those uses listed below, and uses similar in nature as determined by the city manager or designee, may be permitted in the D-C zone. Each use is more fully described in the Standard Industrial Classification Manual. Listed uses may be otherwise conditioned in this code. The numbers in parentheses following each of the following listed uses refer to the Standard Industrial Classification (SIC) code numbers:

- (1) Horticultural specialties limited to community gardens and pea patches by membership (018);
- (2) Veterinary services for animal specialties (0742) and dog grooming (0752);
- (3) Landscape and horticultural services (078);
- (4) Fish hatcheries and preserves (092), limited to those properties that abut or are within the intertidal area of Puget Sound;
- (5) Art glassware made in glassmaking plants (3229);
- (6) Photocopying and duplicating services (7334);
- (7) Art and ornamental ware, pottery (3269);

- (8) United States Postal Service facilities (4311);
- (9) Marinas (4493);
- (10) Arrangement of passenger transportation (472);
- (11) Retail trade, with ancillary wholesale trade, limited to the following:
 - (a) Building materials, hardware, and garden supply, except mobile home dealers (52);
 - (b) General merchandise stores (53);
 - (c) Food stores (54);
 - (d) Gasoline service stations, and other alternative motor vehicle fuels (5541);
 - (e) Apparel and accessory stores (56);
 - (f) Home furniture, furnishings, and equipment stores (57);
 - (g) Eating and drinking places (58); and
 - (h) Miscellaneous retail (59), except fuel dealers (598);
- (12) Finance, insurance, and real estate institutions and services (60-67);
- (13) Services, limited to the following:
 - (a) Hotels and motels (701);
 - (b) Personal and business services, with ancillary wholesale trade (72-73), except the following:
 - (i) Industrial launderers (7218);
 - (ii) Billboard advertising (7312);
 - (iii) Heavy construction equipment rental and leasing (7353);
 - (iv) Industrial truck rental and leasing (7359); and
 - (v) Oil extraction equipment rental and leasing (7359);
 - (c) Automobile parking (7521) limited to properties that are municipally owned or operated or controlled by a city-sanctioned business neighborhood association and provided that facilities for parking are constructed and maintained to meet minimum required parking improvements specified in chapter 18.44 DMMC within three years of the commencement of such use;
 - (d) General automotive repair shops (7538);
 - (e) Car washes (7542);

- (f) Miscellaneous repair services (76), except the following:
 - (i) Tank and boiler cleaning service (7699); and
 - (ii) Tank truck cleaning service (7699);
- (g) Motion picture services (78);
- (h) Amusement and recreation services (79), except the following:
 - (i) Adult entertainment facilities and adult motion picture theaters (no SIC); and
 - (ii) Racing, including track operation (7948);
- (i) Health services (80);
- (j) Legal services (81);
- (k) Educational services (82);
- (l) Social services (83);
- (m) Museums, art galleries, and botanical and zoological gardens (84);
- (n) Membership organizations (86);
- (o) Engineering, accounting, research, management, and related services (87); and
- (p) Services, not elsewhere classified (89);
- (14) Public administration facilities (91-97), except correctional institutions (9223);
- (15) Mixed use (no SIC code); and
- (16) Public parks (no SIC code). [Ord. 1514 § 3, 2011; Ord. 1493 § 1, 2010; Ord. 1237 § 3, 1999; Ord. 1104 § 2, 1994.]

18.27.030 Environmental performance standards, use restrictions, and general limitations.

(1) Every use permitted within the D-C zone pursuant to this chapter shall conform to the following general limitations and standards:

- (a) As provided by chapter 9.64 DMMC, no use, activity, or equipment shall be permitted that creates a nuisance or is offensive, objectionable, or hazardous by reason of creation of odors, noise, sound, vibrations, dust, dirt, smoke, or other pollutants, noxious, toxic, or corrosive fumes or gases, radiation, explosion or fire hazard, or by reason of the generation, disposal, or storage of hazardous or dangerous wastes or materials in a manner(s) inconsistent with Title 70 RCW as presently constituted or as may be subsequently amended;
- (b) Accessory uses are permitted that are customarily appurtenant or incidental to the principally permitted uses;

(c) All uses shall be primarily contained within an enclosed structure except the following:

- (i) Outdoor seating and dining;
- (ii) Signs;
- (iii) Off-street parking, drive-through facilities, and loading areas;
- (iv) Motor vehicle fuel pumps;
- (v) Display of merchandise sold on site; and
- (vi) Play/recreation areas.

(d) In reviewing a proposed permitted use, the city manager or designee may waive or include minimal conditions as may be reasonably needed to ensure that the use is consistent with the purpose of the D-C zone, and to minimize the likelihood of adverse impacts.

(2) Home occupations shall be permitted only as an accessory use; provided, that all of the following conditions and limitations are satisfied:

- (a) The principally permitted use to which the home occupation is accessory shall be a legally permitted, constructed, and conforming residential component of a mixed use development;
- (b) All conditions set forth in DMMC 18.08.020(18) are satisfied.

(3) Boat storage and repair shall be permitted only as an accessory use on property principally permitted for marina use and shall conform to the following additional limitations and standards:

- (a) The size and location of all boat storage facilities shall be consistent with the council-adopted marina master plan;
- (b) All out-of-water boat repair shall be within a fully secured and fenced area not accessible by the general public;
- (c) All boat repair work shall have containment areas and employ disposal methods for pollutants and toxic substances consistent with Puget Sound Clean Air Agency and NPDES standards;
- (d) Only those boats and similar vessels that will be immediately and actively under repair shall be moved to or placed within a designated boat repair facility.

(4) Adult entertainment facilities and adult motion picture theaters are not permitted in the D-C zone.

(5) Nonconforming uses located in the D-C zone shall be allowed to continue to exist, but only to the extent, size, or scale that these uses were legally authorized or licensed to

operate by the city. A property containing a single business entity that is a nonconforming use shall not be allowed to add any other use components or otherwise increase the intensity or facet of the use unless all nonconforming use elements of the property are first completely removed from the site. A property containing multiple business entities and that has one or more nonconforming uses upon it shall not be allowed to add any other use components or otherwise increase the intensity or facet of that portion of the property or building containing uses that are nonconforming unless the addition of a new use results in the complete removal of that portion of the property or building containing a nonconforming use.

(6) Automobile repair, carwashes, automobile service stations, uses with drive-through facilities, and similar uses shall conform to the following limitations and standards:

- (a) Automobile repair and the installation of automobile parts and accessories shall be wholly performed within an enclosed structure approved by the building official for such occupancy;
- (b) Each automotive and service repair facility shall be limited to a maximum of one service bay for each 7,500 square feet of land area per business site;
- (c) Service bays shall be fully utilized to store and park vehicles contracted for repair or service;
- (d) The number of vehicles stored or parked outside for repair or service shall not be greater than the minimum number of required parking stalls serving the auto repair facility pursuant to chapter 18.44 DMMC;
- (e) No outside parking or storage of employee vehicles, customer vehicles, or vehicles contracted for service shall occur in any area that is not designated and approved by the city as an on-site parking stall;
- (f) Motor vehicle fuel pump islands shall be set back a minimum of 15 feet from property lines;
- (g) A six-foot-high, 100 percent sight-obscuring fence shall be provided along property lines that abut residentially zoned properties, unless waived by the residential property owner prior to building permit issuance.

(7) Welding repair (7692) is only permitted in an enclosed structure.

(8) Social service facilities shall conform to the following limitations and standards:

- (a) Outdoor play/recreation areas for children shall be set back a minimum of five feet from property lines; and
- (b) Unless specifically authorized by the city manager or designee, passenger loading and unloading areas shall be provided on site.

(9) Mixed use development shall conform to the following limitations and standards:

(a) Mixed use structures shall contain area for retail trade or personal and business services, at street level as follows:

(i) Pedestrian access from the public sidewalk to the retail trade or personal and business services shall be provided;

(ii) A minimum of 60 percent of the street level floor area shall be occupied by retail trade or personal and business services;

(iii) A minimum of 75 percent of the street level building frontage adjacent to public right(s)-of-way shall contain floor area for retail trade or personal and business services uses; and

(iv) Building space allocated for retail trade or personal and business service uses at the street level shall have a minimum gross interior depth dimension of 55 feet measured perpendicular to the property line abutting the public street(s) serving the site.

(b) The city manager or designee is authorized to consider and approve up to a 20 percent reduction of the bulk requirements specified in subsection (9)(a) of this section when a development proposal incorporates on-site parking substantially at street floor level for retail trade or personal and business service uses and the city manager or designee determines that the proposed reduction(s) does not compromise, interrupt, or interfere with the desired functionality of the building or the continuity of city pedestrian-oriented design goals in the general area and pedestrian access to the site from the public sidewalk or right-of-way.

(c) Mixed use developments shall comply with all the requirements of chapter 18.45 DMMC, except for private recreational requirements established by DMMC 18.45.020(2).

(d) A detached structure that contains residential uses and does not meet the requirements for mixed use structures is prohibited. [Ord. 1514 § 4, 2011: Ord. 1493 § 2, 2010: Ord. 1237 § 3, 1999; Ord. 1104 § 3, 1994.]

18.27.040 Dimensional standards.

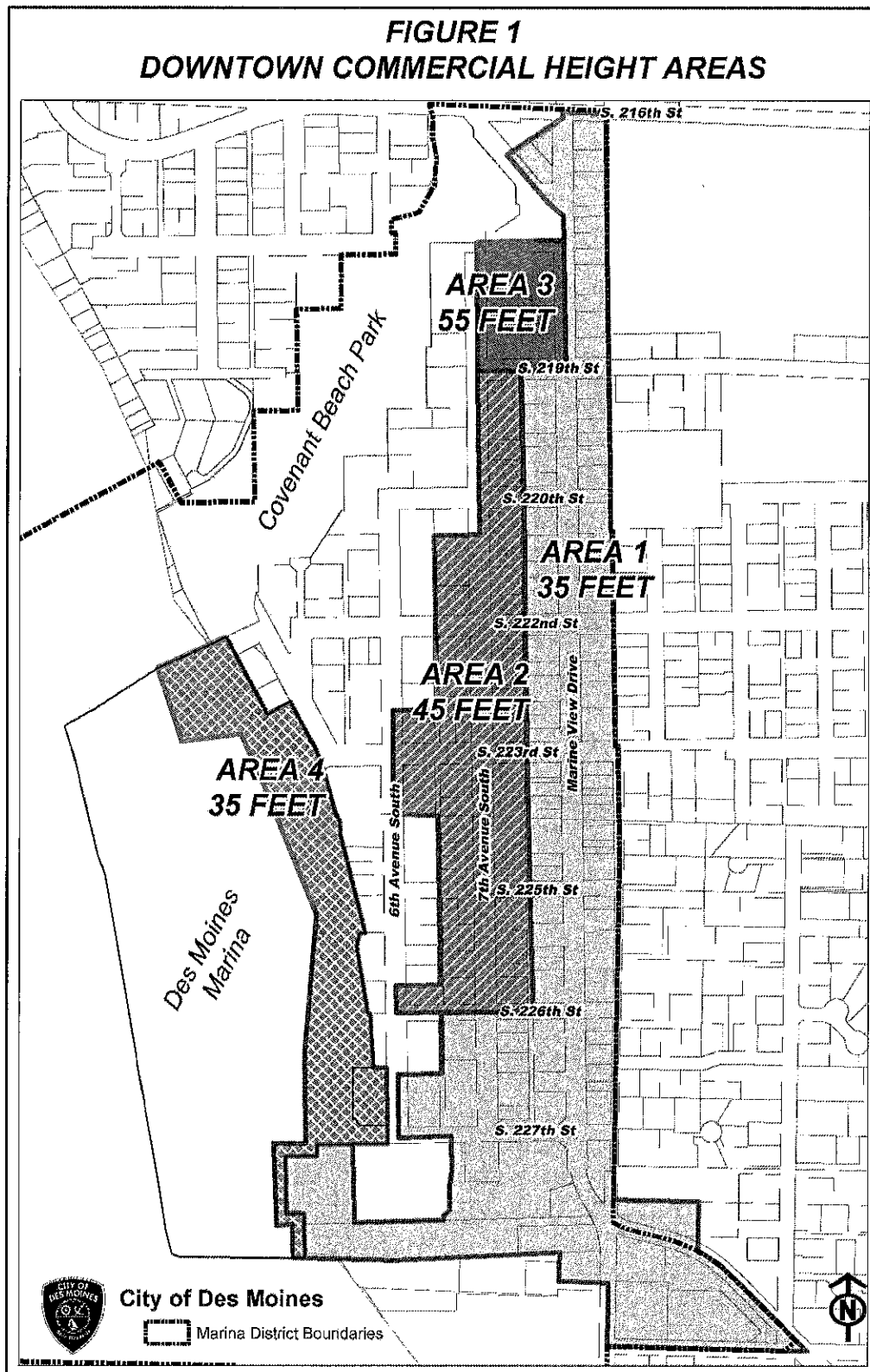
(1) Maximum Building Height.

(a) Area 1 on Figure 1. The maximum building height is 35 feet as measured from the highest sidewalk grade of the north-south roadway adjacent to the property; provided, that building heights shall not be measured from 8th Avenue South or the alleys.

(b) Area 2 on Figure 1. The maximum building height is 45 feet as measured from the highest sidewalk grade of the north-south roadway adjacent to the property line; provided, that building heights shall not be measured from the alleys.

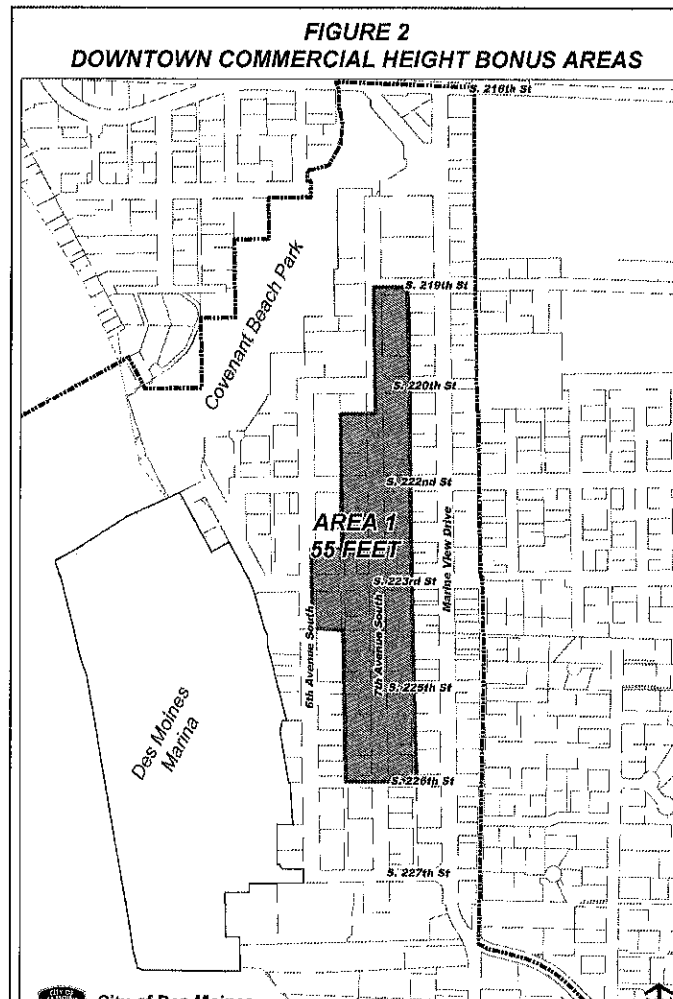
(c) Area 3 on Figure 1. The maximum building height is 55 feet as measured from the highest sidewalk grade of 7th Avenue South adjacent to the property line.

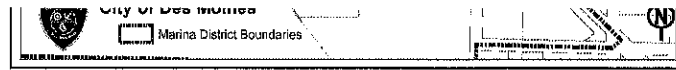
(d) Area 4 (the Des Moines Marina) on Figure 1. The maximum building height is 35 feet as measured from the Des Moines Marina Floor.



(2) Building Height Bonus. In the D-C zone, the city manager or designee may authorize additional building heights as provided in this subsection:

- (a) Area 1 on Figure 2. The maximum building height is 55 feet as measured from the highest sidewalk grade of the north-south roadway adjacent to the property line; provided, that building heights shall not be measured from the alleys.
- (b) The total maximum number of buildings within the bonus area that can be authorized to utilize the height bonus by the city manager or designee under this section is three buildings.
- (c) The total floor area of the building does not exceed the total allowable floor area ratio as determined by DMMC 18.27.060(3).
- (d) The minimum building site area is 20,000 square feet.
- (e) Pedestrian oriented spaces as defined in the Marina District Guidelines are provided.
- (f) The property owner shall enter into a no protest agreement regarding the formation of a Parking Business Improvement Area as regulated in chapter 35.87A RCW.



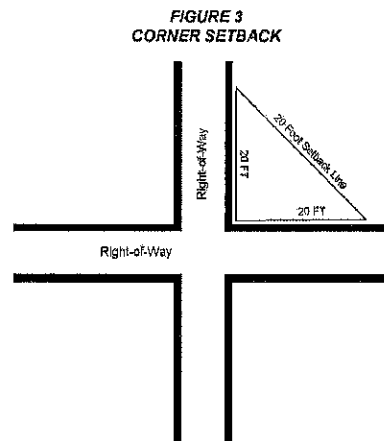


(3) Setbacks. All structures shall maintain setbacks from property lines as set forth in this subsection:

(a) Where any lot line lies adjacent to a public right-of-way or private street and residentially zoned property lies adjacent to such public right-of-way or private street, or when the lot line abuts a residentially zoned property, a minimum building or structure setback of 10 feet shall be maintained.

(b) Corner Lot Building Setback.

(i) All buildings located on corner lots shall observe a 20-foot setback from the corner as measured from the corner of the right-of-way as illustrated in Figure 3 below:



(ii) The city manager or designee may allow encroachments into this corner setback area if the total area within the setback does not fall below 200 square feet and preserves a building setback at the corner.

(c) Underground structures are permitted in all required setback areas.

(d) All buildings adjacent to South 223rd Street and South 227th Street shall maintain a 15-foot setback from the property line adjacent to South 223rd Street or South 227th Street for that portion of the building above the third story. [Ord. 1514 § 5, 2011; Ord. 1120 § 1, 1995; Ord. 1104 § 4, 1994.]

18.27.050 General site design requirements.

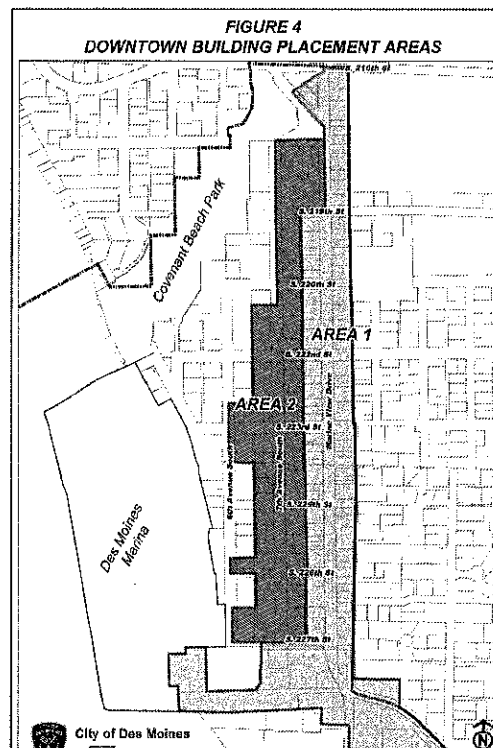
Development within the D-C zone shall conform to the following site design requirements:

(1) Walkways. Paved pedestrian walkways shall be provided on site on newly developed properties or materially remodeled, enlarged, or repaired to the extent of 50 percent of the market value as specified below:

- (a) Pedestrian walkways shall be provided at or around building(s) of sufficient extent to provide safe pedestrian passage. A minimum six-foot walkway shall be provided adjacent to the principal building entrance(s);
- (b) A minimum six-foot pedestrian walkway shall be provided that connects walkways at the building to the street sidewalks. Where no street sidewalk exists, the connecting walkway shall extend to the public right-of-way;
- (c) Walkways and sidewalks shall be differentiated from vehicular circulation or vehicular parking areas as approved by the city manager or designee;
- (d) Walkways shall conform with all applicable provisions of chapter 51-10 WAC, Barrier-free facilities, as presently constituted or as may be subsequently amended; and
- (e) Lighting shall be provided where stairs, curbs, ramps, or abrupt changes in walkway direction occur.

(2) Placement of Buildings.

- (a) Buildings or structures located in Area 1 of Figure 4 are not required to abut the adjacent sidewalk. On-site parking facilities are allowed between the building and the adjacent sidewalk.
- (b) Buildings or structures located in Area 2 of Figure 4 shall be located in close proximity to the adjacent sidewalk. The area between the building and the adjacent sidewalk can be used for pedestrian oriented spaces as defined in the marina district design guidelines, outside dining, sitting areas, or landscaped open space. Parking areas are prohibited between the building and the adjacent sidewalk.





- (3) Parking and Loading Areas. All properties shall conform to the off-street parking provisions and loading area provisions set forth by chapter 18.44 DMMC.
- (4) Vehicular access and other right-of-way improvements shall conform to the provisions set forth by Titles 10 and 12 DMMC.
- (5) Properties that have vehicular access from 8th Avenue between South 223rd Street and Kent-Des Moines Road shall provide on-site delivery unloading areas.
- (6) Angled parking shall be allowed along Marine View Drive; provided, that the following standards are met:
- (a) The sidewalk shall be relocated within dedicated right-of-way so that the curb face of the relocated sidewalk is located 36 feet as measured from the edge of traveled way of the nearest lane of traffic on Marine View Drive.
 - (b) The relocated sidewalk shall be entirely in right-of-way or newly dedicated right-of-way.
 - (c) The length of relocated sidewalk shall be a minimum of 100 feet, not including any sidewalk transition areas.
 - (d) Sidewalk transition lengths and dimensions shall be provided by the city engineer.
 - (e) Only head-in angled parking shall be allowed within the right-of-way on Marine View Drive, except that area of existing parallel parking on Marine View Drive shall be allowed to remain in place until the adjoining property redevelops, at which time the property owner may choose to construct angle parking in accordance with the provisions of this section, or the property owner may choose to eliminate the section of parallel parking, or the city's traffic engineer determines that a safety concern exists that necessitates removal of such parallel parking.
 - (f) Angled parking installed by a property owner under this section would be counted toward the total number of parking stalls required by chapter 18.44 DMMC.
- (7) Uses within the Right-of-Way. Sidewalk cafes, vendors, and similar temporary commercial uses within the public right-of-way shall conform to the provisions of Title 12 DMMC and the following provisions:
- (a) A minimum of six feet of unobstructed sidewalk shall be maintained;
 - (b) The applicant shall demonstrate proof of public liability insurance and consent to a public place indemnity agreement;
 - (c) The duration of right-of-way use permits for commercial purposes shall be limited to one year; applicants may reapply for right-of-way use permits;

(d) Applications for right-of-way use permits for commercial purposes shall include the following information:

(i) Proposed items to be placed within the right-of-way, such as seating, tables, fencing, vending carts, etc.;

(ii) Proposed activities to occur within the right-of-way, such as dining, amplification of music, preparation and sale of food or beverage items, etc.;

(iii) Proposed periods of operation, including months of the year, days of the week, hours, etc.; and

(iv) Proposed source(s) of utilities such as electrical power;

(e) Applicants must immediately clear the public right-of-way when ordered to do so by city authorities for reasons of public health or safety; and

(f) In reviewing a proposed use within the public right-of-way, the city manager or designee may include conditions as may be reasonably needed to ensure that the use is consistent with the purpose of the D-C zone, and to minimize the likelihood of adverse impacts. The city manager or designee shall deny the request if it is determined that adverse impacts cannot be mitigated satisfactorily.

(8) Landscaping. All uses shall conform to the landscaping and screening provisions set forth by chapter 18.41 DMMC.

(9) Outdoor Uses. Outdoor activities such as sales, display, storage, dining, etc., shall not obstruct vehicular or pedestrian visibility or movement. [Ord. 1514 § 6, 2011; Ord. 1486 § 4, 2010; Ord. 1439 § 2, 2008; Ord. 1427 § 1, 2008; Ord. 1237 § 3, 1999; Ord. 1104 § 5, 1994.]

18.27.060 General building design requirements.

Development within the D-C zone shall conform to the following building design requirements:

(1) Structural encroachments into the right-of-way, such as cornices, signs, eaves, sills, awnings, bay windows, balconies, facade treatment, marquees, etc. shall conform to the provisions set forth by Titles 12 and 14 DMMC, and the following provisions:

(a) Structural encroachments into the right-of-way shall be capable of being removed without impact upon the structural integrity of the primary building;

(b) Structural encroachments into the right-of-way shall not result in additional building floor area than would otherwise be allowed;

(c) Except for awnings, signs, and marquees, the maximum horizontal encroachment into the right-of-way shall be two feet;

(d) The maximum horizontal encroachment in the right-of-way by signs shall be four feet;

- (e) The maximum horizontal encroachment in the right-of-way by awnings and marquees shall be six feet;
- (f) The minimum horizontal distance between the structural encroachment and the curbline shall be two feet;
- (g) Except for awnings over the public sidewalk which may be continuous, the maximum length of each balcony, bay window, or similar feature that encroaches the right-of-way shall be 12 feet;
- (h) The applicant shall demonstrate proof of public liability insurance and consent to a public place indemnity agreement;
- (i) Owners of structural encroachments into the right-of-way must clear the public right-of-way when ordered to do so by city authorities for reasons of public health or safety; and
- (j) In reviewing a proposed structural encroachment into the public right-of-way, the city manager or designee may include conditions as may be reasonably needed to ensure that the structure is consistent with the purpose of the D-C zone, and to minimize the likelihood of adverse impacts. The city manager or designee shall deny the request if it is determined that adverse impacts cannot be mitigated satisfactorily.

(2) Pedestrian entrances at street level shall conform to all applicable provisions of chapter 51-10 WAC, Barrier-free facilities, as presently constituted or as may be subsequently amended.

(3) Maximum Gross Floor Area.

- (a) Area 1 and Area 4, Figure 1. The maximum gross floor area allowed on a site is determined by multiplying the lot area of the site by 2.5.
- (b) Area 2, Figure 1. The maximum gross floor area allowed on a site is determined by multiplying the lot area of the site by 3.2.
- (c) Area 3, Figure 1. The maximum gross floor area allowed on a site is determined by multiplying the lot area of the site by 3.5.
- (d) Using the public benefit incentive system in subsection (4) of this section, the maximum gross floor area allowed on a site in Area 1, Figure 2, is determined by multiplying the lot area of the site by 3.5.
- (e) For the purposes of this section, gross floor area does not include any underground areas designed and used for parking.
- (f) For the purpose of this section, when more than one building is located on a single property the sum of all gross floor areas of all the buildings shall not exceed the total gross floor area allowed for the property.

(4) Public Benefit Incentive System. The city manager or designee may approve additional building square footage based on the ratios in Table 18.27.060 subject to the following:

(a) The gross floor area and/or building height limits cannot exceed the limits allowed in subsection (3) of this section and DMMC 18.27.040(2), as provided in Table 18.27.060 and the requirements of this section.

(b) The city manager or designee may approve a public benefit feature not listed in Table 18.27.060 if a public benefit is located within the marina district, a public benefit will be derived from the proposed feature that is roughly equivalent to the benefit derived from a feature in Table 18.27.060.

**Table 18.27.060 Public Benefit Incentive
System
Ratios**

PUBLIC BENEFIT FEATURE	BONUS FLOOR AREA PER UNIT OF PUBLIC BENEFIT FEATURE
1. Streetscape	
Each \$1,000 spent on additional roadway improvements above what is required by chapter <u>12.28</u> DMMC	100 square feet
2. Design Elements	
1 sq.ft. of underground parking	5 square feet
1 sq.ft. of below-ground public parking structure	2.5 square feet
1 sq.ft. of shared parking (for other sites)	0.5 square feet
1 sq.ft. of rooftop garden	2 square feet
1 sq. ft. of rooftop beautification	2 square feet
3. Civic Contributions	
1 sq.ft. of public parking area	0.5 square feet
	1 square foot

1 sq.ft. of public meeting/conference facilities	
Each \$1,000 spent on public art or water features	100 square feet
Each \$1,000 spent to improve connections to the Des Moines Marina to include signage, way finding, and improved pedestrian connections	100 square feet
Each \$1,000 spent to improve Covenant Beach Park National Historic District	100 square feet
4. Uses	
1 sq.ft. restaurant (not fast-food or take-out)	1 square foot
1 sq.ft. rooftop or top floor restaurant (not fast-food or take-out)	4 square feet
1 sq.ft. of day-care facilities	6 square feet
1 sq.ft. of public restroom	4 square feet
1 sq.ft. of public open space	4 square feet
1 sq.ft. of retail use on ground floor	2 square feet
1 sq.ft. of theater or performing arts venue	5 square feet

1. Areas devoted to service cores and community facilities may be used to obtain bonus floor area. No area devoted to parking or circulation may be used for this purpose.

[Ord. 1514 § 7, 2011; Ord. 1486 § 5, 2010; Ord. 1237 § 3, 1999; Ord. 1104 § 6, 1994.]

18.27.070 Appeal from administrative decisions.

Repealed by Ord. 1514. [Ord. 1104 § 10, 1994.]

This page of the Des Moines Municipal Code is current through Ordinance 1530, passed December 8, 2011.

Disclaimer: The City Clerk's Office has the official version of the Des Moines Municipal Code. Users should contact the City Clerk's Office for ordinances passed subsequent to the ordinance cited above.

City Website: <http://www.desmoineswa.gov/>
(<http://www.desmoineswa.gov/>)

City Telephone: (206) 878-4595

Code Publishing Company

(<http://www.codepublishing.com/>)

eLibrary

(<http://www.codepublishing.com/elibrary.html>)